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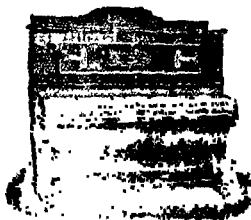
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PUBLISHERS' NOTE.

The Karachi Handbook for the current year-1922-23 appears a month later than usual, the delay being caused by the inclusion in the present issue of all possible information up to the end of the last Official Year, including not only local events of note, but also the very important statistics of the Trade of India for the past year (ended 31st March, 1922). No other Handbook or Yearbook now obtainable contains all this information, some of which is referred to in the Editor's Foreword (Section A), some in Section C, Chapter III, and other portions in Appendix A, etc. We hope that our readers will find these up-to-date figures and facts of special interest.

A brief account of the great Conference of Nations held at Genoa in April May, 1922, appears in Section C, and an attempt has been made to deduce how far that Conference, and the conditions with which it dealt are likely to affect the progress of India.

Our thanks are due to Sir M. de P. Webb Kt., C.I.E., C.B.E., M.L.A., for again consenting to act as Honorary Editor of this publication. His great local knowledge—Sir Montagu first landed in Sind early in 1897,—enables him to speak with exceptional authority where Karachi matters are concerned whilst his expert acquaintance with Indian Financial and Currency problems, and his wide experience as a traveller who has visited all the Continents of the World lend additional weight to the conclusions at which he arrives in Section C of this Handbook.

The Publishers place on record their thanks to all who have contributed information towards the compiling of the present work. The Publishers will esteem it a great favour if errors of fact—and there are sure to be some,—are pointed out to them by kind readers. All communications should be addressed to—The General Manager, The Daily Gazette Press Ltd., Caxton House Kutcherry Road Karachi.

June, 1922

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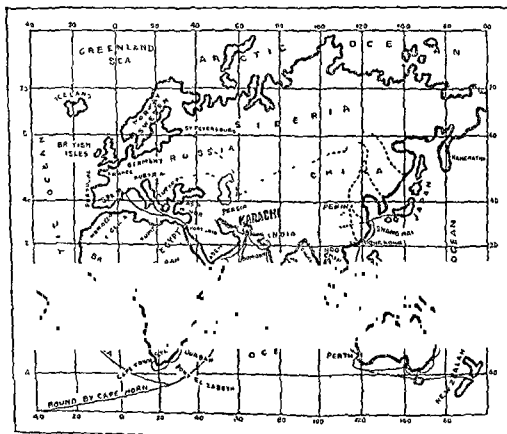
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KARACHI

AT THE CENTRE OF THREE CONTINENTS

Showing why Karachi will be the meeting place of the world's
main inter continental Transport Services



(Dotted lines show some of the existing and proposed Railway)

AIR ROUTES to and from Karachi already used —

- From Europe *via* Egypt and Bagdad
- To Northern India *via* Nasirabad Delhi, &c.

LAND ROUTES to and from Karachi by Rail —

- By the N W Ry, from N. India, Baluchistan and Persia
- By the Jodhpore-Bikaner Ry *via* Marwar Jodhpore, &c

SEA ROUTES from and to Karachi at present in use

- Europe *via* Port Said and Aden
- Mesopotamia *via* the Persian Gulf
- India and the Far East *via* Bombay Colombo, &c.
- East and South Africa direct Also *via* Mauritius

EDITOR'S FOREWORD

Ah — if Cromer were here —

The speaker was the late Lord Kitchener. The year was 1905. The place was the southern extremity of the Keamari ship wharves. And the occasion was an impromptu inspection of Karachi's harbour and fortifications.

* * * *

Owing to what seemed to me the deplorable slowness of Government in recognising in practical fashion the very patent advantages of the City and Port of Karachi arising out of its unique geographical position (vide the sketch map opposite) its excellent harbour and its suitability in every way for rapid and easy expansion (vide 'Karachi's Attractions' page A 2 of this Handbook) it had been my desire from the moment that the great Lord Kitchener of Khartoum landed in India to enlist his active support in the more rapid development of Sind's rising Capital. The idea of calling upon the Commander in Chief to aid in the general building up of Karachi was not a policy that appealed much to my fellow merchants and the support that I received from that direction was lukewarm in the extreme. Nevertheless my policy appeared to me thoroughly sound because if the Port's natural advantages were further and more quickly developed with the object of rendering it a suitable base for military operations on the N.W. Frontier in Persia Mesopotamia Africa or elsewhere then the local community would of necessity derive *some* advantages from such a development. Moreover, the improvement of railway communications with Karachi that would surely accompany such a development could only prove of benefit to Sind's Capital and everybody connected with it.

Some time elapsed before an opportunity for personal advocacy occurred. At last in the year 1905 Lord Kitchener visited Karachi for the first time, and spent a few days in studying its local

features. It was then that Br^o General J H S Craigie (who was G.O.C. of the Karachi Brigade) asked me to accompany Lord Kitchener to Keeran and Narora to explain to him the strong points of Karachi from the point of view of Commerce and Shipping. And it was then that I expounded the many advantages—natural and acquired—which appeared to me that the Port enjoyed. Lord Kitchener was extraordinarily well informed and businesslike in the questioning to which he subjected me. His enquiries invariably went straight to the mark with no waste of words and extracted just that information which was vitally important in harbour and shipping matters. And it was then during our passage along the water frontage that Lord Kitchener, standing at the edge of the Erskine Wharf and meditatively surveying our broad expanse of harbour let fall the half finished reflection—

Ah—if Cromer were here —

What exactly the late Commander in Chief had in his mind it is quite impossible to say. He may have been making some mental comparison between Ruler and Ruler not altogether complimentary to the then Viceroy and Governor General of India. Or he may have been thinking what a lot more might have been done for Karachi had its affairs been under the direction of brains more far seeing than those who had actually controlled its destinies and inspired its progress in the past. Or as I think more probable Lord Kitchener may have been looking ahead and picturing to himself what a splendid City and Port could easily be engineered at Karachi if only a man of the courage, foresight and administrative genius of the then Earl of Cromer were at the head of affairs. And if this interpretation be correct then Lord Kitchener was right. Had the Earl of Cromer ruled over India instead of Egypt it is possible that Sir's fifty years over due high level perennial canals would have been constructed and bearing fruit long ago to the immense benefit of both India and the Empire. It is possible that good roads and light feeder railways constructed out of Provincial Funds would now be in existence to serve the newly irrigated areas (as large as Wales) and to facilitate the movement of the Rs 25 crores (say Sixteen or Seventeen Million Sterling) worth of crops which these areas would have annually produced. It is possible that great trunk lines of

broad gauge railway would have run into Karachi from East and West, opening up lines of communication shorter than any that had already existed thus making the most of India's most westerly and most northerly, fair weather Port. It is possible that with such advantages, sea and rail borne mails to and from Europe would have passed through Karachi as a matter of course. It is possible that to meet developments Karachi harbour would have been 'doubled' long ago, i.e., that modern ship wharves would have lined the western as well as the eastern side of the main channel. It is possible that, in company with this many-sided economic development the City and Suburbs of Karachi (the Municipality having been greatly strengthened) would have developed and expanded greatly. Indeed there is hardly any limit to what might have happened if both Cromer and Lord Kitchener had governed India and—backed Karachi.

* * * *

But it was not to be. Under—very much under—the outstretched wing of a far away Bombay Government Sind and its Capital have remained almost stationary. Indeed had it not been for the most admirable enterprise of the Irrigation Department of a neighbouring Government which aimed to utilise every possible drop of water flowing through the land of the five Rivers for local irrigation purposes backed up by successive Managements of the North Western Railway and the Government of India—the Railway Department. I really believe that Sind and Karachi would still be much in the same place as Sir Charles Napier and Sir Bartle Frere left them nearly seventy years ago. Karachi at any rate continues to use Sir Charles Napier's House and Kutcherry and their buildings quite content with these very inadequate relics of the past.

* * * *

AN UNEXPECTED COMPLICATION

Happily in recent years many changes for the better have occurred. Not only the Military but also the Financial, Postal and Commerce Departments of the Government of India to whom the Karachi Chamber of Commerce have made many appeals have been giving attention to Karachi developments (Karachi is still beyond the notice of the Legislative Department—our Legislative Act being quite out of place) whilst the Government of Bombay has also been

making up for past neglect by devoting to Sind affairs quite a substantial amount of attention. In particular Sind is indebted to Sir George Lloyd for endeavouring to carry the Province onward shoulder to shoulder with the Presidency Proper a method of progress eminently fair and satisfactory.

Unfortunately a new and somewhat unexpected complication (so far as India is concerned) has now arisen. The demands for capital are far greater than a war stricken world can possibly supply—all at once. These demands have assumed enormous proportions for reasons that can be easily understood. Capital is now required all over the world in very great volumes

- (1) To repair the enormous and widespread wastage of war
- (2) To carry out immense numbers of schemes that had to be postponed for four or five years on account of the war
- (3) To float all those new enterprises which mark our normal peacetime economic progress

Where can the capital be found to satisfy all these demands? When we recall the fact that capital for the most part represents savings—the sums which we earn or produce in excess of what we spend or consume it is very obvious that there must be a very definite limit to the amount of capital available in any country at any given moment. True by aid of the credit spinning devices which British Bankers have developed to such perfection savings can be anticipated and a certain amount of capital created artificially in advance of its actual production. Even so there must obviously be a limit to the amount of capital that can be created in this way.

At present the Government of India want to borrow very large sums in India and in England to repair India's war worn railways to save India's sterling exchanges from disaster and to bridge the chasm between income and expenditure thus to avoid national bankruptcy. At the same time all the Provincial Governments in India also want to borrow largely partly to cover their local deficits and partly to carry out important local public works of a reproductive character. Private enterprise is also in the field to sweep in any savings which the public can be induced to invest.

In the case of the Bombay Presidency the Local Government under the leadership of Sir George Lloyd ambitious to do better than

any other Local Government has embarked on a Bombay City Development scheme so huge as to swallow up all the Presidency's savings year by year and considerably more as well. *The Bombay Government even now cannot keep its City Development Scheme going without borrowing large sums from the Government of India.* Which being so where does Sind with its long overdue Sukkur Barrage Irrigation Scheme come in?

Obviously it cannot come in and it will not come in unless Sind bestirs itself and insists on not being elbowed and jostled out of the money markets of India and England. *The Daily Gazette* is at present endeavouring to stir the Province to a realisation of the situation and is calling upon all the leading men of Sind to combine and take action to secure that utilisation of the waters of the mighty Indus for the wider agricultural development which ought to have been engineered fifty years ago. I sincerely hope that Sind will rise to the occasion.

MATTERS COMMERCIAL

Commercially last year was a very disappointing one for Karachi and for all India. I need not here do more than merely mention the fact because the subject is dealt with at some length in Section C of this Handbook. But I cannot refrain at this point from paying my sorrowful tribute to the memories of two outstanding Men of Commerce who spent most of their lives in Karachi and whose deaths last year have left gaps in Karachi's commercial ranks which nobody can fill.

THE LATE MR THOS COSSER

The late Mr Thomas Cosser was born in Northumberland. I believe. His arrival in Karachi dated back to 1859 and five years later he founded the firm of Thos Cosser & Co., Engineers and Contractors. His industry, thoroughness, upright character and excellent work very quickly won for him the widest recognition and support. At the present day it is hardly possible to stand in Karachi and look in any direction without seeing some testimony to Mr Cosser's successful enterprise from the Lighthouse of Major Headland (as one enters the harbour) to the bridge over the Malir some thirteen miles out of Karachi, the material which is now lying waiting to be removed—Mr Cosser's

bridge (built in 1861) having recently been replaced by a new and stronger type of bridge to carry two railway tracks and the present-day very heavy eight-wheeled 'goods' locomotives. One of the most prominent groups of buildings erected in Karachi by Mr Cosser in the eighties, are the present Napier Barracks to the east of European Infantry and Staff Lines. They are, I understand, still regarded as among the best built and best designed barracks in India.

Mr Thos Cosser was a splendid type of "north-country man,"—silent, sound, and thoroughly sensible. He rarely spoke much, but never failed to make good. His resources, persistence, and repeated successes gained him a reputation for reliability and good workmanship that still clings to the firm whom he has left behind him. During the last few years of his life, as his powers gradually failed him, he used to be seen driving nightly to Clifton to "eat the air" and meditatively puffing at a large cheroot. His death at a ripe, old age left many a sorrowing heart in Karachi.

THE LATE MR AUGUSTE THÖLE

The late Mr Auguste Thöle first came to Karachi in the early eighties of the last century to represent the well-known firm of Messrs Volkart Bros of Winterthur, Switzerland. Messrs Volkart Bros were one of the first members of the Karachi Chamber of Commerce on its formation in 1860, and are the only one of the original members still in existence in Karachi at the present day. Mr Thöle very quickly came to the front in the local commercial world, his broad outlook and wide experience being especially valuable to all local bodies. At the invitation of the local Government Mr Thöle became a Member of the original Harbour Board (of which Colonel Boulton, Collector of Karachi was President). On the conversion of that Board into the Karachi Port Trust in 1886, Mr Thöle became one of the Port Trustees, an office which he held continuously till his departure to London in 1912 when the recently completed Queen's Road Port Trust Storage Ground and Market (built on some 80 acres of reclaimed tidal swamp purchased from the Karachi Municipality), was named after him—'The Thöle Produce Yard.'

In the eighties Mr Thöle was elected to the Committee and a year or two later to the Chairmanship of the Karachi Chamber of

Commerce—an office that for private business reasons, he relinquished in 1888. He acted, however, as Vice-Chairman for a great many years and there can be no question that his wide outlook, sound business sense, and vigorous optimism dominated local commercial policy and developments for the most of the time that he resided in Karachi. On the various Committees dealing with railway, town, and harbour extensions he was always a tower of strength. His influence extended also through the social world where he was generally the guiding spirit especially in Sind Club matters.

Mr Thöle, though born in Germany, became a naturalised British subject soon after his arrival in India. He acted as German Consul in Karachi until his departure for London in 1912. It was perhaps to be expected that some few onlookers, jealous of his position and great influence in Karachi, should suspect him of being at heart still a German with every sympathy with German military and political aims and ambitions. Nobody who knew him as well as I, could possibly for one second doubt his thorough loyalty to the Empire of his adoption. One of his first remarks to me soon after the outbreak of war was that he felt that 'the Kaiser and his advisers had taken leave of their senses'. Mr Thöle consistently maintained his attitude, and satisfied the Authorities in London that he was, and had been for over 20 years a British subject. His only son subsequently obtained a Commission in the British Army.

Mr Thöle's sudden and untimely death from the effects of influenza in London in February last came as a great shock to all his friends. His robust character will long be remembered in Karachi where he did so much to inspire and to design the development of the harbour and also that far seeing commercial policy which gave to the Port continually improved railway services, and also a novelty in the form of a Storage Ground and Market served by rail as well as by road, now known as the "Thöle Produce Yard."

THE GENERAL OUTLOOK

From Karachi I turn to India as a whole where many complications have to be overcome before we can secure that peace, co-operation, and good will which are essential if the country is to progress further socially, economically, and politically. The latitude

allowed so long,—far too long,—to Mr Gandhi and his followers, to disseminate disruptive and revolutionary propaganda, has resulted in a crop of race-hatred so rank and so widespread as to choke many of the better sentiments of the multitude. It will take a long time to clear the country of these dangerous political weeds. In the mean time, a wave of "Indianisation" is now sweeping over the country, and a thousand patriotic but sadly inexperienced voices are shouting, not, as the *Empire Day Supplement* of the *Times* put it, "What is being done?" or "How is it being done?" but only "*Who is doing it?*" If the Agency happens to be British, rather than Indian, then it is *anathema maranatha*. It *must* be wrong. It *must* be bad. It *must* be checked, stopped, or undone at the earliest possible moment. An apparently intelligent well educated Indian said the other day that he would rather that the Coal fields of Bihar remained untouched for the next fifty years than that they should be opened up and worked by the aid of British capital and British management!

RACIAL ANTAGONISM

This very deplorable hate phase will no doubt pass away in time; but the rapidity of the recovery to economic and political sanity will, in my opinion, depend very largely upon the general movement of prices and a widespread return to industrial and commercial prosperity. Some Indian industries are prospering exceedingly as it is, but what I have in mind is a general return to pre-war commercial conditions. The misguided financial policy adopted, and adhered to for two and a half years in spite of strong protests, by the Government of India during the first half of the war period—1914, 1915, 1916 and a few months of 1917 (when very large sums of money were being created and disbursed in India for war purposes on account of the British taxpayer, *without any effort being made to get that money back into the hands of Government by way of Indian War Loans*), encouraged a greater and more rapid rise of prices than would otherwise have taken place. This rise of prices in India, whilst enormously enriching a relatively few merchants, contractors, and industrialists, grievously impoverished all fixed wage earners who make up perhaps seventy-five per cent of the population, and so prepared their discontent and harassed minds for the vicious political propaganda which a multitude of political dreamers, non-co operationists and

other more dangerous revolutionaries proceeded to disseminate. Hence a large proportion of the present widespread race antagonism. It is of vital importance therefore that Government do not by allowing their expenditure to outturn their income thereby creating more paper currency to fill the gap incite a further rise in prices or what is perhaps more to the point check the gradual fall in prices which has already taken place and which still continues.

ONE OF THE REMEDIES FOR RACE HATRED

But the best immediate remedy of all for the present political uneasiness would be a return to pre-war commercial prosperity attained by good work and hearty co-operation between Indian and European. In this connection I anticipate that a moderate or even a high Protective Tariff would play but a very small part. Individual energy, individual ability and persistence are worth far more than any tariff—low or high. Moreover co-operation between Indian and European would undoubtedly be most fruitful to both. The first point now to be considered is—Can we reasonably expect an early return to pre-war commercial prosperity? When dealing with this question, we shall assume an average rainfall, successful irrigation, and good crops such as India enjoyed last year. Granted these conditions can India find a market for all her surplus products?

A study of the official statistics of last year's trade just recently published will guide us in arriving at an answer to this vitally important question. I lay special emphasis first on sales of surplus products, because I hold that speaking generally man must produce before he can consume—India must produce not only sufficient for her internal requirements but also a substantial surplus for sale overseas before she can from the proceeds of those sales buy and import what she requires from abroad. Therefore I consider that in any examination of Indian Trade figures made with the object of gauging Indian prosperity production and exports afford the main clue. Imports I regard as of secondary importance.

WHO BUYS INDIA'S SURPLUS PRODUCTS?

At the end of this Foreword will be found a table showing who buys India's surplus products. The figures will repay a close study.

Summarising and condensing, the result can be shown in the following form :—

BUYERS	Before War Years. 1910-14.	After War Year. 1921-22.
Continental Europe ..	31.0 p c.	17.5 p.c.
United kingdom ..	25.1 ..	19.7 ..
British Colonies ..	16.8 ..	17.6 ..
Asiatic Buyers	13.2 ..	23.4 ..
America (United States) .	7.5 ..	10.5 ..
Other Foreigners .	6.4 ..	11.3 ..

The above figures make it quite clear that, before the war, India's prosperity depended largely upon the Continent of Europe purchasing almost ONE THIRD of India's surplus products. Last year, Continental Europe bought only 17½ per cent. The United Kingdom, too, took substantially less than in pre-war days. This great falling off was counterbalanced last year by increased purchases by Asiatic buyers, the United States, and other foreigners. If the reader will turn to Table A (at the end of this Foreword, he will find that the chief Asiatic buyer was Japan. (The produce purchased was mainly raw cotton) The additional amounts taken by China, Persia, and Java were very small. The United States took 3 per cent. more than in pre-war days.

Will this diversion of trade be maintained? Will Japan, the United States, and other foreign countries continue to purchase from India surplus products of the value of those which Europe used to buy? One satisfactory sign must be noted, and that is the annually increasing quantities of goods that Germany has managed to purchase since 1919-20,—first .4 per cent. ; then 3.4 per cent. ; and last year, 6.6 per cent. of India's total sales abroad. Probably Belgium and Holland will increase their purchases from India as Germany's economic recovery proceeds,

All which being so it seems quite clear that one of the first matters to which India's Commercial Leaders should devote attention is the finding of markets for India's surplus products not only agricultural products but also manufactured products. And it is for this reason that some Chapters in Section C of this Handbook have been devoted to the European Exchanges and to the Genoa Conference. But India cannot afford to wait till Europe recovers. Every other Continent of the world must be searched for possible buyers. And in this wide sweeping enquiry the possibilities of home markets here in India itself must not be overlooked by which is meant that (a) the establishment of new industries and the expansion of existing industries may create additional demands for produce and (b) well populated and increasingly prosperous agricultural tracts may contain increasing numbers of buyers of Indian manufactured goods though neither of these additional demands will provide the means for making purchases abroad.

FROM WHOM DOES INDIA BUY

The details given in Table B (at the end of this Foreword) as to the countries from whom India purchases such goods as she needs speak for themselves. It is very noticeable that those manufacturing countries who have bought less from India last year than in pre war days now find that as a consequence India has purchased smaller quantities of manufactured goods from them than in the years 1910-14. Thus the reciprocal nature of a large portion of India's overseas trade once more finds confirmation in the latest published trade statistics.

SIND'S NEEDS

Coming back from a very brief survey of the overseas trade of India on the restoration of which India's economic prosperity and political good health in my opinion very largely depend to the far less critical but nevertheless important affairs of Sind and its Capital the carrying out of the Sukkur Barrage and Triple Canal Scheme—one of the greatest irrigation projects in the world—and the construction of a through broad gauge railway communication between Hyderabad (Sind) and Cawnpore—one of the most important great trunk lines in India—are matters upon which all Sind must now combine and concentrate special effort. The time for entire

dependence on outside help and leadership has passed, and Sind must now make up its mind to fight its own battles much more vigorously than heretofore, or, acquiesce in another half century of semi-stagnation.

As for Karachi itself, an event has recently taken place which foreshadows many improvements in the future. Although the Karachi Municipality have during the last year or so become involved in a whole series of misfortunes commencing with the election to the Corporation of certain inexperienced unbusiness like men who have wasted a whole year in talking and obstruction when they might have concentrated their abilities on progressive and constructive work, and concluding with the deplorable delay of the Government of Bombay in sanctioning the raising of capital to double our most urgently needed water-works and the still more deplorable, if not utterly indefensible, decision of the Government of India to thrust upon the backs of local taxpayers the heavy expenses and losses arising out of Karachi being used as a Military Base Port during the five or six years of war conditions still a change has recently occurred in our Municipal organisations which holds forth promises of sound work and steady progress in the immediate future.

MR JAMSHED N R MEHTA

With the voluntary resignation of the President of the Karachi Municipality—Mr Ghulamali G Chagla in April last, after a year of stormy and infructuous meetings there came to the head of our Municipal affairs a young man of exceptional character and outlook. Mr Jamshed N R Mehta the son of an old and esteemed Karachi resident—Khan Bahadur Nusserwanji R Mehta,—has for several years exhibited that instinct for self-sacrifice in social service which marks the noblest types of citizenship. His activities have been many and varied, and although the part that he has played on this or that occasion has more than once been the subject of adverse criticism, nobody has ever questioned his motives. He himself would be the last to claim anything approaching infallibility of judgment. He may have made mistakes but then the man who has never made a mistake has certainly never made anything worth remembering. An ardent disciple of Mrs Annie Besant Mr Jamshed has acquired views of social, municipal and political life based on humanitarian

principles and directed by sentiments of the loftiest idealism. He has taken part in almost every local movement aiming at the uplifting of the poor, the strengthening of the middle classes and the political advancement of the people generally. For long a Member of the Karachi Municipality, he was soon selected for service with the Managing Committee where his influence has always been on the side of common sense, improvement and progress. Intimately associated with his father's various businesses, he combines a practical knowledge of affairs with humane and sympathetic feeling for his fellow-men that renders him eminently fitted to undertake Municipal duties and to guide the Corporation on sound and progressive lines.

Karachi is fortunate in having as President of its Municipality a young man of Mr. Jamshed's energy, capacity and idealism. Already some idea of his calibre can be gathered from his orderly arrangement of Municipal outstandings, his effective drive in disposing of the Budget and his wise foresight in, as soon as possible, persuading the Corporation to sanction the doubling of Karachi's water works out of Municipal Reserve Funds pending the receipt of Government's long over-due permission to raise a loan for this purpose.

ARE WE DOWNHEARTED?

With the Karachi Municipality going ahead at last and the Karachi Port Trust also getting on with its West Wharfage Development Scheme, Karachi is now doing all in its power to prepare for that not far distant future when, with all restrictions on trade abolished and the world's markets—old and new—open to purchase India's surplus products, economic prosperity will be once more restored and we will need to worry very much whether the military defence of India costs a crore more or less, or whether the Self Government of India on Dominion (or Irish) lines is commenced this year—next year—some day—never.

M. D. I. WEBB

SIMLA Sunday the 18th June 1922

TABLE A

Who Buys India's Surplus Products ?

(Figures are percentages of values of total Exports of Merchandise)

BUYERS	Five Years Average 1910-14	1919-20	1920-21	1921-22
	Per cent	Per cent	Per cent	Per cent
THE BRITISH EMPIRE				
United Kingdom	25.1	29.6	21.9	19.7
Ceylon	3.7	3.4	4.6	5.1
Straits Settlements	3.4	2.3	5.6	3.1
Hongkong	4.1	2.8	2.8	2.7
Australia	1.4	1.0	2.4	1.4
Mauritius	.6	.4	.7	.9
Other British Possessions	3.6	4.5	7.0	4.1
Total British Colonies	16.8	14.4	21.1	17.6
Total BRITISH EMPIRE	41.9	44.0	43.0	37.3
FOREIGN COUNTRIES				
<i>Continental Europe</i>				
Germany	10.0	4	3.4	6.6
France	6.6	4.8	3.1	4.0
Belgium	5.3	3.1	5.0	3.3
Austria Hungary	3.5	1	3	3
Italy	3.2	2.4	2.6	2.4
Holland	1.5	5	5	0
Russia	.9			
Total Continental Europe	31.0	11.3	14.9	17.5
<i>Asiatic Buyers</i>				
Japan	7.5	14.3	9.5	15.8
China	3.9	3.4	3.3	4.6
Java	1.3	.6	1.2	1.7
Persia	.7	1.6	1.5	1.4
Total Asiatic Buyers	13.2	19.9	15.5	23.4
<i>America and Others</i>				
United States of America	7.5	14.9	14.8	10.5
Other Foreign Buyers	6.4	9.9	11.8	11.3
Total All FOREIGN COUNTRIES	58.1	56.0	57.0	62.7
Total BRITISH EMPIRE	41.9	44.0	43.0	37.3

TABLE B.

From whom does India Buy ?

(Figures are percentages of values of total Imports of Merchandise)

COUNTRY	Five Years Average 1910-14	1919-20	1920-21	1921-22
THE BRITISH EMPIRE	Per cent	Per cent	Per cent	Per cent
United Kingdom	62.8	50.5	61.0	56.7
Straits Settlements	2.1	2.9	1.4	1.5
Mauritius	1.8	.6	.3	.8
Australia	.7	1.6	.4	3.6
Hongkong	.7	1.3	.7	.6
Ceylon	.5	1.2	.6	.5
Other British Possessions	1.2	2.9	1.6	2.9
Total BRITISH EMPIRE	69.8	61.0	66.0	66.6
FOREIGN COUNTRIES				
Java	6.4	9.4	4.6	8.9
Germany	6.4		1.4	2.7
United States	3.1	12.1	10.5	8.1
Japan	2.5	9.2	7.9	5.1
Austria-Hungary	2.2	.1	.2	.1
Belgium	1.9	.3	1.6	2.0
France	1.5	.8	1.1	.8
China	1.1	1.8	.9	1.0
Italy	1.0	.6	1.2	.8
Holland	.9	.5	.9	.9
Persia	.4	1.1	.4	.6
Russia	.1	.1	.1	
Other Foreign Countries	2.7	3.0	3.2	2.4
Total FOREIGN COUNTRIES	30.2	39.0	34.0	33.4

M D P WEBB.

BOOKS AND PAMPHLETS

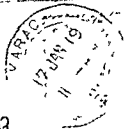
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CHAPTER I

Karachi's Attractions.

Karachi the Capital of the Sind the Port of the Punjab the coming Liverpool of India and some day Glory of the East (to recall Sir Charles Napier's affectionate parting words) is at present a town of about 200 000 inhabitants located on the fringe of a lagoon of the Arabian Sea on the North West Coast of India and within twenty miles of the frontier of Baluchistan.

Karachi unlike most other well known Indian cities and ports has no past worth recalling. True there are grounds for believing that Alexander the Great's Fleet under Nearchus was detained by bad weather for three weeks in Karachi's lagoon in 326 B.C. But thereafter comes a span of over 2 000 years during which the few fishermen and traders around the lagoon (if there were any) failed to impress or emerge from their waterly and sandy surroundings. About 1729 A.D. some traders from Kharak (a small town on the western bank of the river Hub) finding that their access to the sea was becoming blocked by sand, as said to have migrated to Kalachi Kun supposed to be the mound alongside the lagoon upon which the Old Town of Karachi now stands. Certain it is that Lieutenant John Porter explored the coast line between the Indus mouth and the Persian Gulf in 1774-75 and visited Crochey Town which he described as situated about five or six miles from where the vessels lay and about a mile from the small creek which had not water enough in it for anything else than small boats. At that time Crochey belonged to the Bloches (Baluchis) to whom it had been ceded as blood money by its Sind rulers of those days (the Kalhora Princes). Karachi or Crochey gradually grew in importance as a trading port thanks to the energy and enterprise of the Hindu merchants then residing in it and gradually superseded all the bunder of the Indus Delta—Tatta Shahbunder etc. In 1795 the Talpurs of Sind recovered Karachi by force of arms from the Khan of Kalat. In 1799 Mr Nathan Crow a political and commercial Agent of the East India Company was allowed to build a house at Karachi but he was soon afterwards forced to leave.

Karachi next came into prominence in 1834 when the Sindhi commander of the fort at Manora fired on H M S Wellesley which was bringing British Troops for despatch to Afghanistan through Shikarpur to resist Russian designs on Afghanistan and India. This incident led to British Troops taking possession of the town. After the annexation of Sind in 1842 the development of the city and harbour of Karachi began to receive special attention. In those days Karachi was but a small mud built town of about 10 000 to 12 000 inhabitants whilst the harbour was little more than a safe anchorage for coasting craft drawing ten to twelve feet of water. With the coming of Sir Charles Napier and Sir Bartle Frere (1843—1857) the creation of a Municipality (in 1879) a Chamber of Commerce (1880) and a Harbour Board and Port Trust (1880 and 1886 respectively) the pacification of the Province the development of the harbour the growth of the trade and the methodical improvement and expansion of the natural resources of locality proceeded at an astonishing pace. At the present day Karachi presents the spectacle of an up-to-date city and port enjoying most of the conveniences and amenities of the largest cities of India and second to no Port in the East in the ease economy and rapidity with which steamers of all types can be received discharged loaded and despatched. The population has multiplied twenty times whilst the trade of the port has increased from Rs 21 lakhs in 1838 to over Rs 5 785 lakhs before the outbreak of war and with every prospect of far greater advances in the near future.

KARACHI'S ATTRACTIONS

Karachi enjoys seven strong points. Taken singly each of the seven is of great value taken as a whole the combination is irresistible and must in course of time result in Karachi becoming one of the leading Cities and Ports of Asia. Here are the seven points —

- (1) A good climate
- (2) Good food and water
- (3) An exceptionally healthy site
- (4) Wide scope for recreation and recuperation
- (5) Very cheap trading facilities
- (6) A unique geographical position on the Continent of Asia, and
- (7) Ample room for growth and expansion on land and in the harbour

(1) *Good Climate* —The Climate of Karachi taking all the year round is superior to that of any town in the plains of India. Neither the dry burning heat of the interior nor the enervating humidity of Bombay Madras and Calcutta are experienced in Karachi. From April to October refreshing westerly and south westerly sea breezes are regularly experienced whilst from November to March a cool and bracing atmosphere

from the land gives energy to all. The rainfall is about 7 inches (of which about 3 come down in July, and 3 in January), whilst the average temperature is approximately 77 degrees Fahrenheit, ranging from 60 to 63 in January and February to 86 to 88 degrees during the S W monsoon months. Under the influence of snow storms in the Quetta Hills the thermometer has been known to fall to 36 in Karachi, whilst thin ice was on one occasion found on the surface of the ponds in Government Gardens. On the other hand, an occasional land breeze from Upper Sind sometimes raises the mercury to 108 (dry heat) for 24 to 48 hours. These exceptional extremes however are generally confined to the months of January and October.

(2). *Good Food and Water* —It is doubtful if better quality or wider range of food on the whole can be obtained at any other city in India than is commonly consumed in Karachi. As the chief wheat Port of the British Empire, Karachi is never likely to lack cereal food. Market gardens in and around the city afford a moderate variety of vegetables, whilst good fruit is readily obtainable in Karachi partly grown in Karachi itself and partly grown at Quetta and elsewhere (Karachi Municipal Gardens produce very fine grapes). Animal food of good quality and of all kinds is in regular supply, whilst the constant catches of prawns, soles, pomphrets and other kinds of good edible sea fish afford a valuable and appetising variety in the composition of one's daily meals. Karachi's water supply is obtained from the Malir River's underground streams, and flows by gravity in a covered conduit for nineteen miles into Karachi's covered reservoirs whence it is distributed to the houses of the city and suburbs by underground pipe lines. This water though 'hard' is very good.

(3) *Exceptionally Healthy* —A comparison of the death rate per 1 000 inhabitants of Karachi with that of any town of a similar size in the United Kingdom might at first glance give the impression that Karachi is a very unhealthy city. This impression is caused by the extremely heavy infant mortality among the poorer classes, especially in the Trans-Lyari districts. A Health Association was formed some two years ago to combat this state of affairs. Among the better fed and better educated sections of the community Karachi is recognised to be a healthy city, whilst for Anglo Indians and Europeans Karachi is probably second to no city or port in the East for general healthiness. This result may be expected as a result of good food and water and a good climate wherein it is possible to exercise both mind and body to the best advantage as may be seen by a reference to Karachi's fourth strong point namely its

(4) *Wide scope for Recreation and Recreption* —Located partly on the sea shore, partly on the China Creek Backwater, partly on the la-

good and hudson shores and partly on high lands facing the Muggar Pir Hills and at the same time placed within 13 miles of the green fields of the Malir River 50 miles of the mighty Indus and 150 miles of the plains (river overflows) canals and mountains of Eastern and Western and Karachi probably afford greater opportunities (in number) and wider scope (in variety) for health giving recreations than any other Port or City in India. True Karachi enjoys no Mahableshwar, or Darjeeling or Ootacamund within 18 or 20 hours rail journey of the Port but with its exceptional climate conditions change to Hill Stations and nearly cannot vary. To commence with the fact that Karachi is a sea port means a charming variety and combination of sea-scapes and land-scapes. Hot inland towns are unable to enjoy. Refreshment can be obtained from the mountains a breeze of Marine, Clifton and Ghuzdar to mention a few atmospheres of Muggar Pir the Shwan Road or the Drigh Road to Malir about according to individual preference and suitability. Whilst some enjoy a cross-country ride to Landhi others prefer a drive to Cape Me. Hunting and deep-sea fishing are alike possible in Karachi. Small game shooting in the fields of the river Indus as to do or in India. Golf Tennis Cricket Hockey Football and Polo are all played regularly. Motor rides to and perches at the Malir River (13 miles) or the Hub River (20 miles) are favourite recreations with our people. Boating on the creeks and Yacht racing in the harbour both of which can be indulged in throughout the whole year are pursued by others. The hot Sulphur springs of Muggar Pir have attracted a few many. Sea bathing is very popular among all classes—Indians and Europeans—high and low—rich and poor. Indeed there is hardly any form of healthy recreation which Karachi cannot supply. And lastly a change of temperature as security is imperative. In the Hill Stations of Quetta (5604 ft) and Ziarat (10,247 ft) can be reached in a little over 24 hours and could be reached in considerably less than 24 hours with faster services of trains.

5) *Low Cheap Trading Facilities*—The smallness of the rainfall the favourable position of those portions of land which adjoin the sea front and the existence of a natural harbour are all points of which the greatest advantage has been taken. The building of ship wharves on to which railway trains can run and the construction of Produce Yards and Piece-Goods Markets where raw products and manufactured articles can be stored and marketed preparatory to shipment overseas and dispatch by rail to up-country markets have all been carried out at a minimum capital cost. These facilities have greatly encouraged traders boatowners and bankers with the result that Commerce and Shipping via Karachi have flourished exceedingly. The natural advantages enjoyed by Karachi

still exist and further Yards Markets Transit Sheds Warehouse, Ship-Wharves with their necessary railway connections and other trade conveniences can still be constructed in Karachi far more cheaply than in any other competing Port. For these reasons both local and transit trade will find good grounds for flowing to and *via* the City and Port of Karachi.

(6) *Unique Geographical Position*—Apart from all other considerations the location of Karachi upon the Continent of Asia assures the City and Port of a great future. There being no other great natural harbour on the coast line between Bombay and Busrah it follows that Karachi must in time be the chief Port of exit for all surplus products of a hinterland stretching from Eastern Persia to the Western districts of the United Provinces and from Sind itself to Turkestan and Tibet. So too Karachi must be the main gate of entry for most of the foreign goods required by the people of Baluchistan Sind and Rajputana Afghanistan the Punjab and portions of the United Provinces Eastern Persia the Frontier Provinces Kashmir and parts of Central Asia. But apart from and in addition to the requirements of trade there are strong grounds or reason and sentiment why the population who inhabit the Karachi hinterland should take part in and contribute towards the development of Sind's capital. Hindus and Parsis who desire to see their co-religionists of the Bombay Presidency or other parts of Central or Southern India would naturally come to Karachi. So too Goans from North Western India would travel by the same route to Goa East Africa and also to Portugal if they desire to go thither. Muhammadans throughout Northern India and Central Asia making their pilgrimage to the Holy Places of Mecca or Karbala should regard Karachi as the Port of embarkation the route *via* Karachi being the shortest and best one. The same too if they desire to visit Baghdad or Constantinople. For Anglo-Indians and Europeans Karachi has special attractions. It is the nearest Port in India to Europe whether the route taken be by water by land or by air. Travellers by sea during the S.W. Monsoon find the passage between Karachi and Aden far more comfortable than that between Bombay and Aden the monsoon being hardly felt along the Arabian coast. The opening of the Baghdad Railway or the Trans-Persian Railway or an air service to Egypt or Constantinople will mean the transportation of the whole of the European mails for India the Straits Settlements and Australia *via* Karachi. Moreover Karachi is at present over 200 miles nearer to Aden than Bombay. It is also nearer (as the crow flies) to Delhi and Simla than either Bombay or Calcutta and as soon as the coming Great North Central Railway from Karachi *via* Jodhpore direct to Delhi Agra and Cawnpore be opened it is certain the great flow of passenger and mail traffic between East and West (whether

transportation by sea, land or air) must first concentrate on and pass through the City and Port of Karachi. Its geographical position on the map of Asia makes this a certainty.

(7) *Ample room for Expansion*—With so many strong points in its favour, the continued growth of Karachi is assured. Happily there is ample scope for its expansion. The lagoon in which Karachi's present harbour has been constructed is on all an area of quite 25 square miles. The sandy bottom (sandy for the most part though clay and rock are occasionally found) is capable of easy and relatively cheap dredging, and several rows of shipwharves each capable of accommodating at least ten to twelve of the largest ocean going steamers can be constructed from the dredged material (placed behind concrete quay walls) west of and parallel to the present 2½ miles of Eastern shipwharfage. The first new row of shipwharves known as the Western Wharfage Extension is already under construction. This row can be repeated (on a design very like the teeth of a comb) for a mile or two more to the westward and an excellent and efficient harbour of the capacity of that of Liverpool or London constructed without difficulty and at comparatively small expense, should the extension of this magnitude be required. The land frontage to the western backwater is at present unoccupied so there would be no difficulty whatever in constructing Transit Sheds, Warehouses, Roads and Railways to serve the several Western Shipwharf Extensions.

Not only is there ample room for the further development of the harbour but unlimited scope exists for the expansion of the city and suburbs in all directions. Apart from huge reclamations (adjoining the China Creek and Western Backwaters) which the Karachi Port Trust can make available for industrial purposes as required, the Karachi Municipality at present controls 27 square miles of undeveloped land within its boundaries whilst Government owns all the mofussal lands outside and immediately adjoining the Municipal boundaries and extending for hundreds of miles in the interior. It is quite plain therefore whether accommodation be required for building Produce Yards, Markets, Warehouses and Factories, or for providing housing accommodation and recreation grounds for the manual labourers, the clerical staff and managing and organising brains needed for working and developing the export, import and local trades and industries, there is no lack of space in and around the City and Suburb of Karachi. It is no exaggeration therefore to repeat that if a City and Port of the size of Liverpool or London were needed to meet local needs and the requirements of the 100,000 square miles of rich hinterland which Karachi can serve, there are no natural obstacles to the building up of such a Port and City. On the contrary,

local conditions of sea board landline and contour would make such an effort relatively easy and the reverse of costly

Karachi's weak point is the lack of rainfall over certain portions of its hinterlands. The Rajputana desert (extending from the eastern frontiers of Sind to the western boundaries of Marwar and including large portions of the States of Jaisalmer and Bikanir) is almost rainless. So too is most of Baluchistan which covers an area of 134 638 square miles of rugged barren mountains and stony plains with only occasional small well watered plateaus and valleys. Population is relatively small in these parts and the cultivation of the land cannot therefore be expected to yield any great volume of agricultural or pastoral produce available for export. On the other hand both Rajputana and Baluchistan possess minerals that are now only beginning to be developed—granite marble and sandstone of many colours lignite coal and probably oil (this last in Baluchistan) whilst chrome and other valuable ores are also being discovered in the mountainous tracts to the north and west of Karachi. Nobody can say what mines of mineral wealth further investigations may possibly reveal. Then, too vast schemes of Irrigation (q.v.) are under contemplation in Sind Bhawalpur Bikanir and the Punjab which on completion must quadruple Karachi's trade. These are referred to in Section C.

Some people find the glare and dust of Karachi a little trying others miss the relief which hill stations like Darjeeling or Ootacamund afford to the great cities in their neighbourhoods. These however are very minor drawbacks in comparison with Karachi's seven strong points that have already been described namely its good climate its satisfactory food and water its exceptionally healthy position its illimitable scope for recreation and recuperation its very cheap and economical trading facilities its unique geographical position on the Continent of Asia and its capacity for easy expansion both as a City and a Port. These natural advantages assure to Karachi further great developments in the immediate future.

HOW TO GET TO AND FROM KARACHI

BY LAND.—Incredible as it may seem there is no road into Karachi from any neighbouring town—that is no road over which it is possible to drive a cart or motor car. (Indeed there are practically no trunk roads at all in Sind neither Julius Caesar nor Napoleon having conquered this Province.) This defect is now being remedied under the administration of Sir George Lloyd the Present Governor of Bombay. Tracks suitable for camels and donkeys exist but cannot be recommended as the most convenient routes for visiting Sind's capital. Roads to Karachi can now motor by road for 20 miles to the well known river Hub or 19 miles to the east via Drigh Road and the River Malir and suburb of Malir. The new road to the north (the Schwan Road) has only been completed for eight miles.

RAILWAYS—Karachi is at present directly served by only one railway—the North Western State Railway. The Jodhpur Bikanir Railway system joins the North Western Railway at Hyderabad (Sind) whilst the Rajputana Malwa Railway (run by the Bombay Baroda and Central India Railway) links with the North Western Railway system at Bhatinda (Punjab) and Delhi. The East India Railway joins the North Western Railway at Ghaziabad (13 miles from Delhi).

The Railway routes to Karachi from the chief cities, capitals and frontier stations of India and the approximate duration of the journey are given below (The word *change* means that it is necessary to change into another train) —

AGRA—(Pop. about 190 000) *via* Jaipur **Ajmere**, Marwar Junction (*change*) and Hyderabad (*change*) about 40 hours. Another route is *via* Delhi (*change*) Bhatinda and Simasata (*change*) about 62 hours of which 22 would be spent waiting in Delhi. A third route *via* Delhi Ambala Cantonment (*change*) and Lahore (*change*) about 60 hours and involving a wait of 20 hours in Lahore.

AHMEDABAD—(Pop. about 250 000) *via* Marwar Junction (*change*) and Hyderabad (*change*) about 32 hours.

AJMERE—(Pop. about 100 000) *via* Marwar Junction (*change*) and Hyderabad (*change*) about 34 hours.

ALLAHABAD—(Pop. about 170 000) *via* Tundla Junction (*change*) and Agra (*change*) (*see above*) about 49 hours by the shortest route.

AMBALA—(Pop. about 82 000) *via* Lahore (*change*) about 38 hours.

AMRITSAR—(Pop. about 165 000) *via* Lahore (*change*) about 24 hours.

BANGALORE—(Pop. about 100 000) *via* Guntakal Junction (*change*) Bombay (*change*) and Ahmedabad (*see above*) about 92 hours. Another route *via* Arsikere, Hubli, Londa Junction and Poona (*change*) there after *via* Bombay and Ahmedabad as above about 89 hours. Both routes involve a wait of 9 to 11 hours in Bombay.

BAREILLY—(Pop. about 125 000) *via* Moradabad, Saharanpur, Umbala (*change*) and Lahore (*see below*) about 38 hours.

BARODA—(Pop. about 95 000) *via* Ahmedabad (*see above*) about 35 hours.

BENARAS—(Pop. about 203 000) *via* Mogulserai, Tundla Junction (*change*) and Agra (*see above*) about 53 hours. Another route *via* Lucknow and Bareilly (*see above*) about 72 hours. This route involves a wait of 20 hours at Lahore.

BIKANIR—(Pop. about 60 000) *via* Jodhpur, Luni Junction (*change*) and Hyderabad (*change*) about 36 hours.

BOMBAY—(Pop. about 1 200 000) *via* Ahmedabad (*see above*) about 42 hours. Another and perhaps more comfortable route is by sea—*vide sea routes below*.

CALCUTTA—(Pop. about 1 000 000) about 65 hours. Another route is *via* Allahabad, Lucknow, Delhi, Lahore and Hyderabad (Sind) about 100 hours (*change*) in Delhi. A third route is *via* Delhi, Ambala Cantonment (*change*) and Lahore (*change*) about 81 hours. This route involves a wait of 20 hours in Lahore.

CAWNPORE—(Pop about 180 000) *via* Tundla (change) Agra (*see* above) about 45 hours Other longer routes are *via* Delhi and Samasata 64 hours and Lahore 64 hours

COLOMBO—*via* Madras (change) (*see* below) about 140 hours Involves wait in Madras and Bombay of about 12 respectively

DECCA—(Pop about 110 000) *via* Calcutta (*see* above) about 97 hours Involves a wait of 14 hours in Calcutta

DELHI—(Pop about 260 000) *via* Bhatinda Samasata (change) about 36 hours

FEROZEPUR—(Pop about 50 000) *via* Raewind Junction (change) about 24 hours

HYDERABAD (DECCAN)—(Pop about 500 000) *via* Wadi (change) Bombay (change) *see* above about 78 hours with a 12 hours wait in Bombay

HYDERABAD (SIND)—(Pop about 75 000) *via* Kotri about 4 hours

JAIPUR—(Pop about 140 000) *via* Ajmere Marwar Junction (change), Hyderabad (Sind) (change) about 34 hours

JODHPUR—(Pop about 60 000) *via* Luni Junction (change) Hyderabad (Sind) (change) about 23 hours

JUBBULPORE—(Pop about 100 000) *via* Itarsi Bhusaval and Bombay (change) (*see* above) about 71 hours including a wait in Bombay of about 7 hours

LAHORE—(Pop about 230 000) Direct about 24 hours

LUCKNOW—(Pop about 260 000) *via* Cawnpore (*see* above) about 52 hours including a wait in Cawnpore of about 4 hours

MADRAS—(Pop about 530 000) *via* Arkonam Guntakal Raichur Wadi and Bombay (change) (*see* above) about 90 hours Involves a wait in Bombay of about 12 hours

MADURA—(Pop about 140 000) *via* Madras (change) (*see* above) about 119 hours Involves wait in Madras of 11 hours and a wait in Bombay of 12 hours

MEERUT—(Pop about 120 000) *via* Ghaziabad Delhi (change) (*see* above) about 52 hours Involves wait in Delhi of about 14 hours

MULTAN—(Pop about 100 000) direct route about 17 hours

NAGPUR—(Pop about 100 000) *via* Wardha Bhusaval Bombay (change) (*see* above) about 75 hours Involves wait in Bombay of 12 hours

PATNA—(Pop about 140 000) *via* Moghalsara Allahabad (change) (*see* above) about 56 hours

POONA—(Pop about 160 000) *via* Bombay (change) (*see* above) about 47 hours

PESHAWAR—(Pop about 100 000) *via* Campbellpore Cantonment, Rawalpindi, Lahore (change) (*see* above) about 48 hours Involves wait in Lahore of about 12 hours

QUETTA—Direct route to Karachi about 27 hours

RAWALPINDI—(Pop about 90 000) *via* Lahore (change) (*see* above) about 42 hours Involves wait in Lahore of about 12 hours

SAHARANPUR —(Pop about 65 000) *via* Ambala (*see* above) about 53 hours including a wait in Lahore of about 20 hours

SHIKARPUR —(Pop about 65 000) direct to Karachi *via* Ruk Larkana and Kotri about 19 hours Another route *via* Ruk Rohri (change) and Hyderabad about 17 hours including a wait in Rohri of about 5 hours

SIALKOT —(Pop about 70 000) *via* Wazirabad (change) Lahore (change) (*see* above) about 46 hours Involves wait in Lahore of about 18 hours

SIMLA *via* Halka (change) Ambala (change) and Lahore (*see* above) about 63 hours Involves wait in Lahore 23 hours Another route *via* Ambala (change) Rajpura (change) Bhatinda and Samasata (change) about 44 hours

SURAT —(Pop about 120 000) *via* Ahmedabad (change) (*see* above) about 37 hours

TRICHINOPOLY —(Pop about 125 000) *via* Madras (change) Bombay (change) (*see* above) about 116 hours Involves wait in Madras of about 12 hours wait in Bombay of about 12 hours

FROM CENTRAL AND WESTERN ASIA

Traders and travellers from countries bordering on India would find their way to Karachi by rail as under —

AFGHANISTAN *via* Peshawar (*see* above) and Chaman The rail journey from Chaman would be *via* Quetta (*see* above)

BALUCHISTAN *via* Quetta (*see* above) and Sibi The journey from Sibi occupies about 21 hours

CENTRAL ASIA *via* Kashmir The Chief route is *via* Muree to Rawalpindi (*see* above) Other routes are *via* Jhelum and Jammu whence the rail journey to Lahore occupies about 5 hours and 12 hours respectively

PERSIA *via* Duzdap Nushki and Quetta The rail journey from Duzdap to Quetta occupies about 24 hours

TIBET *via* Simla (*see* above) Kathgodam and Bareilly (*see* above) and *via* Darjeeling and Calcutta (*see* above) The rail journey between Darjeeling and Calcutta occupies 21 hours

SEA ROUTES TO KARACHI

FROM ASIATIC AND AFRICAN PORTS —Large numbers of ocean going and coasting sailing craft owned mostly by Indians ply between the ports of the Arabian Sea and Indian Ocean from Colombo, the Malabar Bombay and Cutch coasts on the one hand to the Persian Gulf Red Sea and East African Coasts on the other These native sailing craft locally known as buggalows (or baggalas) carry anything from five to five hundred tons of cargo and also a large number of passengers The advent of the steamship (with a carrying capacity of several thousands of tons and several hundreds of passengers) has by no means driven these Indian sailing vessels from the seas and scores of them may be seen during the fair weather season entering and leaving Karachi Harbour During the monsoon months (May to August) the Indian sailing craft are for the most part compelled to lie up in the shelter of the Port During these months the necessary repairs are ordinarily carried out

The chief lines of steamers serving Asiatic Ports and calling regularly at Karachi are (1) The British India Steam Navigation Co working in

conjunction with the Pacific and Oriental Steam Navigation Co (2) the Bombay Persian Steam Navigation Co (3) the Asiatic Steam Navigation Co and (4) the Lloyd Triestino Steam Navigation Co

vices to and from the chief Ports
ma Ceylon China India Ja an
Sea Siam and the Strait Settle
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FROM EUROPE AMERICA AND AUSTRALIA —The chief lines of steamers to Karachi are (1) the P and O, (2) the British India Steam Navigation Co (3) Sir John Ellerman's City, Hall, Wilson and Bucknall Lines of Steamers and (4) the Lloyd Triestino Steam Navigation Co. Other occasional steamers are those of (5) the Holland American Line (6) the Pacific Mail Steamship Company (7) the Atlantic and Pacific Steamship Corporation (8) the Commercial India Line (9) the Swedish East Asiatic Corporation Ltd (10) the Anchor Line (Henderson Bros) Ltd (11) Lloyd Royal Belge Ltd (12) Holland British Line, (13) Kerr Steamship Co and (14) Società Veneziana Di Vapori.

The rates of passage money from Karachi to the chief Ports of Europe America and Australia that are in communication with Karachi are as under —

Ports	S S Line	ROUTE	FARE	
			1st Class	2nd Class
			£	£
Adelaide	P & O	Via Bombay	80	54
Freemantle	Ditto	Ditto	78	52
Liverpool	City & Hall	Direct	72 to 73	56 to 58
London	P & O & B I	Via Bombay	72 to 90	60 to 72
Marseilles	Ditto	Ditto	70 to 86	58 to 70
Ditto	City & Hall	Direct	66 to 69	53 to 55
Melbourne	P & O	Via Bombay	82	56
New York	Bucknall	Via Liverpool	120	90
Sydney	P & O	Via Bombay	84	58
Trieste	Lloyd Triestino		74	60
Venice	Ditto		74	60

It is possible that the French mail steamers of the Messageries Maritimes Company will before long run between Marseilles and the Far East calling at Karachi, Bombay and Colombo and touching possibly at Saigon and Tonkin.

Travellers by rail to Karachi de-train either at Cantonment or City Station whilst arrivals by sea disembark at the Sydnham Passenger Boat Pier, Keamari or at the Mrew thar or Embury Wharf also at Keamari. The Keamari wharves are from three to six miles from the chief Hotels of Karachi which are in the town or Civil Lines and only a few hundred yards from Cantonment and City Railway Station.

CHAPTER II

ARRIVAL AT KARACHI.

Arrival by Train.

The traveller arriving at Karachi by train and alighting at Cantonment Station finds himself on the eastern side of the city and almost at the extreme limit of the residential quarters for Europeans. By road, Cantonment Station is at least 6 miles from the Passenger Pier and Keamari Wharves (which are at the most westerly and southerly point of the city), so that if the new arrival be proceeding at once by steamer, it is better to de train at the City terminus of the railway which is roughly in the centre of the city. From this terminus the distance to the Keamari is only about $3\frac{1}{2}$ miles. Passengers by the Ellerman "City" and "Hall" lines travel by special trains from Lahore in the busy season, and these trains proceed direct to Keamari alongside the steamers. At other times, special carriages are detached from the train at city station and despatched alongside the outgoing steamer at Keamari.

From Cantonment Station the main routes to the more densely populated portions of the city are along Bonus Road, through the Frere Hall Gardens and thence (a) by way of Scandal Point Road, Kutcherry Road and Bunder Road to the Old Town, or, (b) straight along the Victoria Road to the northern suburbs. Another route is *via* Frere Street to the Sudder Bazar, Depot Lines and Garden Quarters. A service of trams runs from Cantonment Station along Frere Street to Keamari (*via* Sudder Bazar, Garden Road and Bunder Road) and to the confines of Cincinnati Town (*via* the Sudder Bazar and Soldiers' Bazar).

Following the Frere Street route from Cantonment Station we have on our right the Golf Links, the Napier Barracks, and the old Baluch Infantry Lines and General Parade Ground with the "Soldiers Bazar"—insanitary and out of date—leading to Cincinnati Town and the New Jail. If instead of the Frere Street route, we take Bonus Road—Frere Hall—Victoria Road route, we pass first the Carlton Hotel (on the right), then the Killarney Hotel (on the left) and then shortly emerge into the

Frere Hall grounds Here are many features of note—the Frere Hall itself a handsome pile in the Venetian Gothic style (and only half completed) raised by the public of Karachi to commemorate the greatest Commissioner in Sind with a very fine Memorial Statue of the late Queen-Empress Victoria in front (on the sea side) and an impressive statue of the late King Emperor Edward the Seventh at the back (facing 12 Staff Lines-Flag Staff House the present residence of Sir Walter Braithwaite G O C in Chief Western Command) Both these statues were executed by Mr Hamo Thornycroft the latter statue is guarded by bronze statues of a Baluch and a British soldier—perhaps the finest bronzes in Asia A few yards further on are the Sind Club consisting of three blocks of buildings on the right the Collector's Bungalow on the left—opposite Government House (on the left) and Holy Trinity Church (on the right) Victoria Road then runs almost due north past the old Artillery Mess the Royal Arsenal and the old Karachi Artillery Volunteer Headquarters to the Bunder Road

If instead of following Victoria Road past Holy Trinity Church we turn to the west down Scandal Point Road we pass the Karachi Gymkhana (on the right) with its Cricket and Hockey Grounds till we meet Kutcherri Road which if we turn to the right and follow it to the north west will take us past Caxton House (wherein the *Daily Gazette* is published), the Dayaram Jethmal Sind Arts College (on the right) with the Metharam Hostel (on the left) till we meet the Bunder Road opposite to the old Jail site Here we are in immediate contact with the Old Town of Karachi Detailed descriptions of the more prominent buildings mentioned above will be found hereafter

ARRIVAL BY SEA

Manora—The first object that attracts the attention of the traveller approaching Karachi from the sea is the rocky headland of Manora 100 feet high with its Lighthouse Observatory little English Church and many other buildings It is now a Cantonment occupied by the Royal Garrison Artillery in charge of the harbour defences The Indo European Telegraph has also its Cable Factory and a considerable settlement here and it is the residence of the Port Officer and other officials of the Port Trust including the Pilot establishment The tomb of a wandering Pir who was buried here attracts crowds to annual fair and Hinduism is also represented by a conspicuous but not ancient temple Manora is self contained has its own Church (St Paul's consecrated in 1865) school library billiard room tennis courts etc

Kemari—Opposite Manora and forming the other side of the entrance to the harbour is the Kemari groyne 8300 feet long Beyond it are the wharves and the settlement known as Kemari The road leads

direct from the boat basin to Karachi. On landing the traveller first passes through the Sydenham Passenger Pavilion and enters Willingdon Place. To the right of this lies the Port Trust village to the left the wharves and the railway. Further on is the Bachubai Edulji Dinshaw Hospital supported by the Municipality, North Western Railway and Port Trust, then the McHinch Memorial Seamen's Rest built by the Port Trust in 1904 at a cost of Rs 30 833. The nucleus of this amount was a sum of Rs 11 102 raised by subscriptions to commemorate the late Mr Alexander McHinch C I E a well known Karachi merchant and public man. To this the Port Trust added Rs 8 386 the Municipality Rs 3 000 the Chamber of Commerce and individual members of it Rs 3 350 and Government Rs 5 000. The Rest is supported by subscribers with some help from Government and is controlled by a Committee on which the Port Trust and all the Churches of Karachi are represented. It provides reading and refreshments for seamen of all classes and creeds and also supplies the place of a Sailor's Home as far as that is required at this Port.

Napier Obelisk—At the Seamen's Rest the road leaves Keamari Island the limits of which have been much obscured by reclamation and runs along the Napier Mole on the left side of which about a mile from the Rest stands a monument to Sir Charles Napier. The original monument was an obelisk on a pedestal about 13 feet high built of ill dressed stone and bearing on one side the following inscription—

From this spot on the 1st December 1847 was fired the farewell salute to His Excellency Lieutenant General Sir Charles Napier G C B on his retirement from the Governorship of Sind being the extreme point to which at that date wheeled carriages had ever passed along this bund a work planned and executed under the Government of His Excellency and was just completed at the date of his departure from this Province

Erected 1853

Rebuilt 1901

For many years it was surrounded and concealed by plague sheds these however were removed and the monument exposed to view. It was however generally recognized to be utterly unworthy of its subject and in 1913 the Port Trust erected at its own expense a handsome Aberdeen granite obelisk with the words Sir Charles Napier G C B Governor of Sind on the face fronting the road and below these words have been inserted the original inscription which has been quoted above. At the end of the Napier Mole after passing over the screw pile bridge 1 200 feet long which was built in 1865 to span the cutting made through the Mole that the creek might scour the harbour the main land is reached. The road then proceeds over a handsome stone bridge 1 540 feet in length beneath which the railway passes. This bridge was opened in April 1911 by His Excellency the Viceroy, Lord Hardinge and is named after him. Its construction and the diversion of the railway necessitated the removal of the old

Port Trust Office on the left of the road as one crossed the bridge over the creek from Keamari and the Old Custom House which spanned the road on five arches. To the left of the Hardinge Bridge now stands the new Port Trust Offices one of the handsomest and most imposing buildings in Karachi built at a cost of Rs 8 60 000 and opened in January 1916. Beyond it stands the new Custom House built in continuation of and in the same design as the Karachi Port Trust Office.

Merewether Clock Tower A short distance further on is the Merewether Clock Tower a fine memorial raised by public subscription to a former Commissioner in Sind. It is a memorial also of Mr J Strachan the Municipal Engineer who designed it and many other public buildings in Karachi. It is in the middle pointed style of Gothic architecture and has a form of an Eleanor cross. Standing on a platform 44 feet square it rises to a height of 102 feet and carries at an elevation of 70 feet a clock with four faces each 7 feet in diameter. The large bell which strikes the hours weights 3 cwt and the smaller bells for the quarters 1 cwt each. The foundation stone was laid by Sir James Ferguson Governor of Bombay in 1884 and the completed structure was opened to the public and made over to the Municipality by Sir Evan James in 1892. The total cost of the structure and the clock was Rs 37 178.

Business Quarter—The Merewether Tower cleaves the road. The branch to the right is the McLeod Road named in honour of a public spirited Collector of Customs of Sir Bartle Frere's time. The Bunder Road continues its course on the left of the tower. Between it and the Lyari River half a mile further to the left lies the Old Town of Karachi deprived of its wall and much changed by sanitation and other innovations but still retaining many of the old alleys to which Sir Richard Burton alluded. Between the Bunder and McLeod Roads about half a mile behind the Clock Tower was the old Kafilah Serai now absorbed in the Sind Madrasah where the camel caravans from Khorasani used to put up outside the city walls. On and between the Bunder and McLeod Roads beats the commercial heart of Karachi. Here all the leading firms have their places of business. On the McLeod Road is the Imperial Bank of India now in course of re-erection in pink Jodhpore sandstone next to it is the Judicial Commissioner's Court built by the old Bank of Bombay in 1866 and bought by Government when it failed then the National Bank and opposite to it the new handsome offices of McKinnon Mackenzie and Company the Shipping Agents the City Station of the North Western Railway with a nearly half a mile of goods yards behind it and the Central Post and Telegraph Offices further on iron works which have been closely associated with the progress of Karachi for fifty years past a little behind which the McLeod Road falls into the Kutcherry Road. Behind the Post Office

on the Kutcherry Road overawing all rises the great pile of the Dayaram Jethmal Sind College

Bunder Road—On the Bunder Road to which we now return, stand the Boulton Market the Max Denso Hall, the site of the old Jail, on which Government Offices are to be erected, the High School, the Khalikdina Hall, the first English burial-ground opened in Sind, the Small Cause Court, the Travellers' Bungalow of ancient days and later converted into a hotel, the Richmond Crawford Veterinary Dispensary and the Tramway Stables. As many of these places indicate the Bunder Road must have been one of the first roads laid out in Karachi, leading as it did from the Bunder to the Barracks and parade ground of the Native Infantry regiments, and it is still a main artery. Off to the left, past the High School corner, runs the Mission Road to the little Mission Church and the school founded by Major Preedy, the first Collector of Karachi, in 1846, and handed over in 1853 to the Church Missionary Society's missionaries, who now live in the bungalow that was Major Preedy's Kacheri. On this road before reaching the Mission we pass the new Civil Hospital and the Lady Dufferin Hospital. Nearly opposite to the Mission Road another old artery takes off from the right of the Bunder Road. This the Kacheri Road, which, after passing Government House at a distance reaches the Civil Lines a little less than $4\frac{1}{2}$ miles from Keamari. Here are the Frere Hall, the Statues of Queen Victoria and of King Edward, the Sind Club, the Y M C A, the Masonic Hall, the Holy Trinity Church and the Gymkhana, an institution which has existed since the time of Sir Bartle Frere, if not from an earlier date, when inasmuch as the word Gymkhana had not been invented it was called "The Ladies' Club" and occupied an old bungalow on the road that now bounds it on the south-east. The back bone of Civil Lines is Victoria Road, a really fine thoroughfare which coming from the Saddar Bazar, passes all these buildings, unites with the Kutcherry Road at the railway, and, crossing it continues nearly three miles out to Clifton.

Cantonment—Parallel to Victoria Road on the east is Elphinstone Street, and behind and parallel to it Frere Street, which runs in a straight line from the Bunder Road, where we left it, to the Cantonment Station, south of which is a triangle of bungalows originally known as Frere Town. This line is the nucleus from which the European side of Karachi grew. The officers' Bungalows in Frere Street formed the front rank of the military quarters, receiving the first of the sea breeze before Civil Lines came into being. Those of the British regiments were at the southern, or station end, those of the Native regiments with the Depot and Commissariat, at the other. The Regimental or Sudder Bazar was between. The barracks were on the wide rocky plain behind the officers' bungalows. Even here all is changed. The "sheds of wattle and daub" and "parallelograms

of unlovely regularity so graphically portrayed with their inmates by Sir R. Burton have to a great extent been superseded by substantial and handsome house of two stories the original Napier Barracks have been succeeded by magnificent edifices erected in 1886 and the Sudder Bazar from being merely a regimental bazar supplies the wants of the whole civil station. In and about the Sudder Bazar there are now many public buildings for example the Empress Market the Scotch Church the two Volunteer Halls the Grammar School the Goa Portuguese Hall etc.

In the northern half of the triangle formed by Irree Street with the Bunder and Kutcherry Road there is a wide sandy plain used as a parade ground by the Royal Field Artillery the lines and the stables of which are located between it and the Sudder Bazar. The Artillery Mess House close to Trinity Church is said to be the oldest building remaining in all this part. Adjoining the Artillery lines on the north is the Arsenal which was partly blown up by an explosion in 1858.

KARACHI HOTELS

The following are the chief Hotels in Karachi.

BOMBAY HOTEL Irree Road, 50 Bedrooms Rs. 1 to Rs. 4 per diem. Every kind of food provided to suit all Nationalities.

BRISTOL HOTEL in Sunnyside Road Civil Lines about five minutes drive from Cantonment Station has 30 bedrooms charges from Rs. 10 per diem European management.

CENTRAL HOTEL Merewether Road Prop. Mrs. Cumpter.

CARLTON HOTEL in Bonus Road almost opposite Cantonment Station 60 bedrooms Rs. 12 per diem European management.

DEVON VILLA HOTEL McNeil Road Irree Town across (i.e. south of the railway line) five minutes from Cantonment Station 10 bedrooms Rs. 10 per diem European management.

IMPERIAL HOTEL Clifton Prop. Mrs. Cumpter.

KILLARNEY HOTEL off Bonus Road close to Carlton Hotel three minutes walk from Cantonment Station 22 bedrooms Rs. 9 to Rs. 20 European management.

MUSAFIR KHANA on Bunder Road twenty minutes drive from Keamari seven minutes drive from City Station hostelry for the Mahomedans only.

NORTH WESTERN HOTEL on Bunder Road fifteen minutes drive from Cantonment and City Stations twenty five minutes from Keamari 44 bedrooms Rs. 8 to Rs. 12 per diem European management.

PORTLAND CAFE Willingden Place Keamari three minutes from Boat Basin and Keamari Wharves.

SATNARAYEN HINDU LODGE 14 Bedrooms Rs. 2 per diem.

SIND AND PUNJAB HINDU HOTEL Marriott Road five minutes drive from City Station fifteen minutes from Keamari 25 bedrooms Rs. 2.8 per diem. Under Punjabi management for Hindus mainly.

SORAB QUARTERS for members of Zoroastrian Club and their Friends.

Y. M. C. A. off Haycock Road (adjunct to the north boundary of Government House grounds) ten minutes drive from City and Cantonment Stations have a few bedrooms for members.

Y. W. C. A. on Bunder Road (next to the Small Causes Court) fifteen minutes drive from City and Cantonment Stations have a few bedrooms for members.

CHAPTER III

Prominent Buildings

Government House (built in 1844) the residence of the Commissioner in Sind is associated with Sir Charles Napier as it was originally built by Sir Charles and was purchased from him by Government in 1847 for Rs 48 272. The house which stands in 40 acres of ground has been somewhat improved and enlarged since Sir Charles Napier's day and prior to the visit of their Royal Highnesses the Prince and Princess of Wales in 1906 it was fitted with electric light and fans but it is still hardly a fit residence for the Commissioner in Sind. In Government House is a collection of portraits of Commissioners and other distinguished Officials who have served in Sind also a library of interesting and valuable books on the history of Sind started by Sir L. J. James who was Commissioner from 1891 to 1900.

St. Paul's Church, Manora, built in 1847 is deserving of notice not because of its size or architecture but because it was erected as a memorial to Sir Charles Napier. It is in early English style was commenced in 1864 and consecrated in 1865 will seat fifty persons and cost Rs 15 000.

The Jail—The old Jail of Karachi built in 1847 was on the Bunder Road almost opposite to the junction therewith of the Kutcherry Road. Numerous additions were made in 1854 and 1858 and the Jail was finally completed in 1868 at a total cost of Rs 94 194. Unhealthy capable of accommodating but comparatively few prisoners and situated on a most valuable site in the centre of the city its removal was decided upon in 1906. A new and very pucca Jail was erected north east of the Garden Quarter at a distance of about two miles from Government Gardens was completed in 1906 at a cost of five lakhs of rupees. The new Jail which encloses an area of 10 889 sq yds was erected on most modern lines and is one of the few Jails that contain the cubical system. It can accommodate 325 males and 17 female prisoners who are all made to do useful work mostly the production of cloths of various kinds cotton and hemp ropes ropes chairs mats carpets and baskets. The jail is in charge of a Superintendent of a jail department for whom and the Staff the quar-

ters are built outside the jail. The group of the buildings form a striking feature in the landscape of that quarter.

Trinity Church—The largest and oldest Anglican church in Sind is Trinity Church, Karachi, the first stone of which was laid in 1852. The building was consecrated in 1855. It was designed by Captain John Hill, of the Bombay Engineers, seats 800 people and cost Rs. 56,612. The square tower, originally 150 ft. in height was for years a well-known landmark for vessels approaching the harbour, but in 1905, owing to the foundations showing signs of weakness, the two upper storeys of the tower were removed, reducing the elevation to about 110 ft. The church is situated in the Civil Lines behind Government House and is surrounded by a very large compound, a portion of which has for some years been used as a football and hockey ground in connection with the Howard Institute for soldiers. The Parsonage is built in the north corner of the Church compound.

The Civil Hospital is situated on the Mission Road in the Ranchore Line Quarters and faces the South West. The Hospital is one of the oldest British institutions in Sind and it is believed that the central part of the old building was first built in 1854. The Hospital was wholly rebuilt in the early years of the present century and the present blocks of buildings were completed by Government in 1905 at a cost of five lakhs of rupees. The hospital, as it now stands, forms one of the most imposing groups of buildings in the city. It consists of seven blocks. At the left of the main entrance a Dispensary has been built where out-patients are attended to and new patients seen before admission. Its foundation stone was laid by Lady Muir Mackenzie in 1904. The Diamond Jubilee Block next to the Dispensary consists of Nurses' Quarters. The foundation stone of this was laid by Lady Curzon in 1900. It provides quarters for 27 Nurses. The whole hospital was formally opened by Lord Seely in 1900. The hospital is in charge of the Civil Surgeon of Karachi whilst the nursing staff is under the immediate orders of the Lady Superintendent. A Civil Hospital Nursing Association Committee exercises a general control over the finances of the Hospital. The latest development is the erection of an eye hospital known as the Seth G. Vardhandas Motilal Mohutta Eye Hospital. The late Rai Bahadur Govardandas Motilal Mohatta contributed Rs. 70,000 for the purpose. This building has been erected on the site of the former House Surgeon's quarters and faces the Mission Road.

Manora Dispensary—The dispensary at Manora is a very old institution, dating back to 1856. The remoteness of Manora where there has always been a considerable establishment of Government servants made it a necessity. There is an Assistant Surgeon in charge.

Commissioner's Dispensary — This dispensary which is attached to the Government House was established in 1859. It ranks as a Private Aided Dispensary and there is a sub assistant Surgeon in charge.

The Judicial Commissioners Court which dates from 1866 is located in the McLeod Road between Dun Ilk Road and Wood Street and faces north west. Originally the building was intended for a public Bank. It was purchased in the year 1866 when the Judicial Commissioner of Sind was first appointed by the Bombay Act VII of 1866 to preside over the Sadar Court of Sind and to superintend the Judicial Administration of the Province. The building is very unsuitable for the highest Court of appeal for the Province. The public has for twenty years or more urged the concentration of all Karachi's Courts on one central site—such as the Old Jail Site—which would involve the provision of a better and more suitable building for the Judicial Commissioners Court. It is understood that the new Judicial Commissioners Court will now be erected on the Artillery mounds on the site of the present R.A. Barracks. The constitution of this Supreme Court in Sind was revised by the Bombay Act I of 1906. In place of the Sadar Court and the District Court or Court of Sessions of Karachi there is now a Court called the Court of the Judicial Commissioner which is the highest Court of Appeal in Civil and Criminal matters in the Province and also the District Court and Court of Sessions of Karachi. It consists of four Judges of whom one is the Judicial Commissioner and the others are Additional Judicial Commissioners. Of the latter one is always to be a Barrister of not less than five years standing. Each one of the Judges has all the powers and exercises all the Jurisdiction of a Judge of a District Court and Sessions Judge within the Karachi District. All appellate or revisional Jurisdiction other than that of a District or Sessions Court is exercised by a Bench of not less than two Judges. In the event of their disagreeing the appeal or case is referred by the Judicial Commissioner to a different Bench. The Bombay High Court has no Jurisdiction in or over Sind excepting as regards (1) its powers under the Administrator General Act 1874 (2) decrees in matrimonial cases and (3) European British subjects. It is also the Colonial Court of Admiralty.

The New Small Causes Court is located in the Bunder Road on the Old Jail site opposite to the junction of Kutchery Road with the Bunder Road. It is a fine new block of buildings designed by Mr. Wittet Architect to the Government of Bombay, with open verandahs and a large space of open ground in front. The new building was completed early this year and occupied in June 1922.



Commissioner's Dispensary - This dispensary which is attached to the Government House was established in 1859. It ranks as a Private Aided Dispensary and there is a sub assistant Surgeon in charge.

The Judicial Commissioners Court which dates from 1866 is located in the McLeod Road between Dun Ilv Road and Wood Street and faces north west. Originally the building was intended for a public Bank. It was purchased in the year 1866 when the Judicial Commissioner of Sind was first appointed by the Bombay Act XII of 1866 to preside over the Sadar Court of Sind and to superintend the Judicial Administration of the Province. The building is very unsuitable for the highest Court of appeal for the Province. The public has for twenty years or more urged the concentration of all Karachi's Courts on one central site - such as the Old Jail Site - which would involve the provision of a better and more suitable building for the Judicial Commissioners Court. It is understood that the new Judicial Commissioners Court will now be erected on the Artillery mardan on the site of the present R A Barracks. The constitution of this Supreme Court in Sind was revised by the Bombay Act I of 1906. In place of the Sadar Court and the District Court or Court of Sessions of Karachi there is now a Court called the Court of the Judicial Commissioner which is the highest Court of Appeal in Civil and Criminal matters in the Province and also the District Court and Court of Sessions of Karachi. It consists of four Judges of whom one is the Judicial Commissioner and the others are Additional Judicial Commissioners. Of the latter one is always to be a Barrister of not less than five years standing. Each one of the Judges has all the powers and exercises all the Jurisdiction of a Judge of a District Court and Sessions Judge within the Karachi District. All appellate or revisional Jurisdiction other than that of a District or Sessions Court is exercised by a Bench of not less than two Judges. In the event of their disagreeing the appeal or case is referred by the Judicial Commissioner to a different Bench. The Bombay High Court has no Jurisdiction in or over Sind excepting as regards (1) its powers under the Administrator General Act 1874 (2) decrees in matrimonial cases and (3) European British subjects. It is also the Colonial Court of Admiralty.

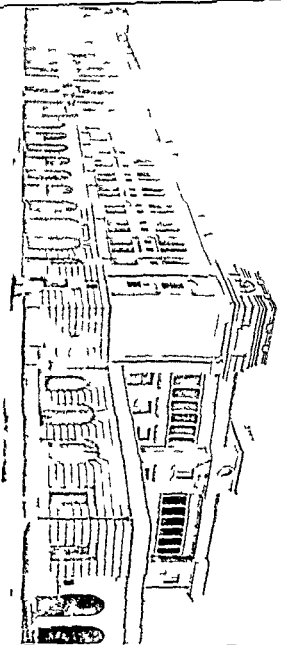
The New Small Causes Court is located in the Bunder Road on the Old Jail site opposite to the junction of Kutchery Road with the Bunder Road. It is a fine new block of buildings designed by Mr Wittet Architect to the Government of Bombay, with open verandahs and a large space of open ground in front. The new building was completed early this year and occupied in June 1922.

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THE NEW MPEP AL CUSTOM HOUSE KARACHI

The Arsenal—Adjoining the Artillery lines, on the Victoria Road stands the Arsenal which has been there since the days of Sir Charles Napier. A part of it was blown up in 1858. With the outbreak of the war the organization of the Arsenal was made consistent with the Military requirements and since Karachi has become the headquarters of Western Command it is proposed to shift the Arsenal to Drigh Road.

The New Paper Currency Office is now located in a fine block of buildings at the corner of Bunder Road and Wood Street. The site is very central and convenient to the mercantile community and a very great improvement on the previous make shift arrangements.

The Station Hospital. An imposing double-storied building erected about 1870 situated to the south east of the British Infantry Lines. It was re-constructed and enlarged in 1890. This Hospital compares favourably with any Military Hospital in India.

Customs House—Is now the western wing of the block of buildings of which the Karachi Port Trust occupy the Eastern and Southern end. The whole block was designed by the Architect of the Government of Bombay—Mr Wittet. It is a three storied building and immediately overlooks the new Mansfield Import Yard and the Native Jetty—great convenience for trade. The general arrangements are now very satisfactory although the absence of a lift makes a visit to the Chief Collector of Customs—up a climb of 173 steps—a troublesome business especially in the hot weather.

Judicial Commissioner's Bungalow—Is an imposing house standing in an enormous piece of ground on the Kutchery Road and on the S. side of the old Kutchery. The massive stone design suggests a castle and seems hardly suitable to a hot climate though the appearance of the building undoubtedly upholds the dignity of the chief judicial authority in the Province. The house was completed in 1916.

Dayaram Jethmal Sind College.—(Built in 1887) is a most handsome and imposing edifice which stands on the Kutchery Road with the Metharam Hostel and the Principals Bungalow opposite. The building was designed by Mr J. Strachan and is considered to be the triumph of his architectural genius. The building is in the Italian style with a facade 431 feet long. The front consists of a plinth 5 ft high supporting an open arcade of dressed stone columns lining the whole length of the building. In the centre is projected a portico of the same order surmounted by pediment in the tympanum of which a clock is placed. The Central tower rises behind the portico to a height of 121 ft and has a dome 30 ft in diameter built in situ. The portico leads

to an open vestibule which in turn leads to the main staircase which is situated under the dome. The floors of these apartments are laid with massive tiles from Belgium. In the South wing is placed the lecture theatre of the College. The College has besides the hall about 30 rooms with splendidly equipped chemical and physical laboratories and workshops. Its total cost is Rs. 1,86,514.

The **Mutharam Hostel** which is attached to the College provides accommodation for about 150 students though by no means sufficient for the growing needs of the College. The hostel is considered to be a most comfortable residence for students in the Presidency. Each student was at first provided with a single furnished room including a cot, table, chair, cupboard, dressing table and carpet. Owing to the great demand for accommodation most of the single rooms have now been converted into double rooms. The hostel is fitted with electric light. The total cost of the hostel has been Rs. 1,18,935.68 of which the Government gave half.

Narayan Jaganath High School is housed in a block of buildings of no outstanding architectural merit at the corner of the Bunder Road and Mission Road. A description of the school will be found in Chapter IV—Educational Institutions.

Karachi Grammar School is a solid heavy block of buildings also exhibiting no architecturally attractive features and looking rather like a castle or a prison situated at the corner of Depot Road and Frere Street—Vid. Chapter IV Educational Institutions for a description of the school.

Central Post and Telegraph Office—Are conveniently situated on the Meik Road opposite to the City Terminus of the North Western State Railway. The Post Office was greatly enlarged during the War and is now adequate for local and Imperial needs until the English mails come and go at Karachi. The Telegraph Office is a rectangular sandstone block surrounded by similar blocks in which are housed the Staff of the Government Office and of the Indo-European Company whose cables form the Persian Gulf and from Northern Persia across Baluchistan end at this Central Telegraph Office.

CHIEF MUNICIPAL BUILDINGS

Boulton Market—Which stands on the left of the Bunder Road was named in honour of Colonel Boulton Collector of Karachi. This too was designed by Mr. J. Strachan. It is 100 ft in length by 80 ft in width and contains 62 stalls for fruit and vegetables. In 1887, accommodation was provided for butchers and fishmongers at the back of it. This market has also a clock in its front facing the Bunder Road. The entire cost has been Rs. 42,658.

Empress Market—The Principal Market of Karachi the Empress Market is situated on the Preedy Road in the Sadar Bazar and was opened in March 1891. The foundation stone was laid by Sir James Fergusson, the Governor of Bombay in 1884. The building was designed by Mr J Strachan in the Domestic Gothic Style. There are four galleries 46 ft wide surrounding an open quadrangle 130 ft long by 100 ft broad. In the front rises a massive tower 140 ft high with a clock four iron skeleton dials each 6 ft in diameter. The Market contains 280 stalls. The entire cost of the market was Rs 1 55 213.

Frere Hall—As the name implies was built as a memorial to Sir Bartle Frere and is the finest building of its kind in Karachi. It was designed by Captain St Clair Wilkins. It is in the Venetian Gothic style cost about Rs 1 80 000 was begun in 1863 and opened by Mr S Mansfield Commissioner in Sind in 1865. The building is two storied and on the upper floor is the public hall 70 ft long 35 ft wide and 26 ft high at the south end of which is an orchestral gallery. At the north end is a second room at right angles to the hall 63 ft long by 25 ft wide and 38 ft high connected with the public hall by a large archway. This second room has been made a stage and the great hall is now not only used for public meetings balls concerts etc but for occasional theatrical performances.

The acoustic properties of the hall are however poor and many complaints have been made in consequence. On the walls of the hall are hung a small but select number of valuable oil paintings portraits of former rulers of Sind that have on different occasions been presented to the Municipality by public spirited citizens.

Max Denso Hall—This hall which is situated on the Bundar Road was erected in 1886 to honour the memory of a citizen who had been prominent in many ways and occupied the chair of the Chamber of Commerce in 1870-71. The sum of Rs 9 000 having been subscribed by his friends the Municipality gave it and supplied the additional funds necessary to provide that part of the town with a public hall reading room and library. The design was prepared by Mr J Strachan. The style is Venetian Gothic. The upper storey consists mainly of one hall 60 ft by 30 ft intended to seat 500 people. The ground floor contains an entrance hall library reading room and some small rooms. On the east front there is an illuminated clock the gift of Rai Sahib Rindas Morariji.

The Ghulam Hussein Khalikdina Hall on the Bundar Road was the result of a coalition between the executors of the late Mr Ghulam Hussain Khalikdina who had left by his will Rs 15 000 to be spent on some useful public object and the committee of the Native General Library who were badly in need of new premises. The Municipality added Rs 15 000 to be

bequest and the hall was erected and opened in 1906. It consists of one spacious hall for public meetings and two rooms flanking the entrance, which are according to agreement, placed at the disposal of the committee of the Native General Library. This hall is 70 ft in length by 45 ft in width and 30 ft in height and is capable of seating from 600 to 700 persons. The front portico has an area of $52\frac{1}{2}$ ft by $32\frac{1}{2}$ ft and a 10 ft verandah runs round the sides of the hall. The building belongs to, and is maintained by the Municipality.

New Municipal Office—This is to be located on the Bunder Road on a portion of the Old Jail Site. The locality is an excellent one, and most central, the foundations and a plinth of Bombay Blue Stone have been laid but the Municipality hesitated to spend more money on their new offices whilst the Great War was in progress. The Municipality recently decided to go on with the construction of the new building, but the Government of Bombay refused sanction to raise the portion of the necessary capital that it was proposed to borrow from the public.

Richmond Crawford Veterinary Dispensary was started in 1892 and removed in 1895 to its present premises on the Bunder Road. In addition to the dispensary there are separate wards for horses, cattle and dogs. The cost of the building amounted to Rs. 12,000 and was equally borne by the District Local Board, Municipality and the Government. The institution has been named in honour of Colonel Crawford, the former Collector of Karachi. A Veterinary Graduate is in charge of it. The cost of maintenance is borne by the same three bodies.

Victoria Memorial—In the grounds of the Frere Hall facing the Victoria Road, stands the Sind Victoria Memorial, erected by the people of Sind to commemorate the glorious reign of her late Imperial Majesty the Queen Empress Victoria. The memorial is the work of Mr. Hamo Thornycroft, R.A. and cost £6,500. It consists, in the words of Mr. Thornycroft, 'of a classically treated architectural pedestal with statues in bronze around the base of it, and crowned with a colossal white marble statue of the Empress Queen wearing her widow's veil and the Imperial crown and robes of State and holding in her hands the sceptre and the orb.'

This great work of art was unveiled by his present Majesty when he visited Karachi as Prince of Wales on March 17th, 1906, and it may without exaggeration be described as one of the finest statues of her late Majesty in existence, and Karachi has good reason to be proud of it. The people of Sind have also erected on the other side of Frere Hall—that is, facing Elphinstone Street—a companion statue, by the same sculptor, of his late Imperial Majesty Edward VII, which was unveiled by H.E. Lord Willingdon, Governor of Bombay, on his visit to Karachi in January, 1916.

The Victoria Museum — The foundation stone of the Victoria Museum was laid by the Duke of Connaught in Burns Gardens in 1886 but the building was not erected and the exhibits are now housed in a portion of the Davaram Jethmal Sind College Building

The Museum possesses an extensive and interesting collection of Natural History and other subjects which are well worth seeing. The majority of the specimens have been carefully classified, labelled and described with scientific details (for school and college purpose) by the Chairman of the Committee Mr A. A. L. Flynn, the C.M.Z.S. and the Curator, Mr Y. V. Paul who is possessed of high qualifications. A great deal is still to be done and it is hoped before very long to complete the work of classification and identification. Owing to the want of space the specimens cannot be viewed to their best advantage but Karachi will in the next few years possess a building worthy of this city.

The museum is open to the public from 8 a.m. to 12 a.m. and from 3 p.m. to 6.30 p.m. from March to September (summer) and from 8 a.m. to 12 a.m. and from 2.30 p.m. to 5.30 p.m. from October to end of February (winter) on all days of the week excepting Fridays and Wednesdays. On Fridays it is open to Purdah Nishin Ladies only and on that day no males are allowed to enter the Museum.

Edulji Dinshaw Charitable Dispensary — This most useful institution is situated in Prady Street, Salim Bazar and was built in 1881 from designs prepared by Mr J. Strachan. The building is in the Italian style with a small clock tower and illuminated clock in the centre. The total cost amounted to Rs. 12,804 of which Rs. 5,500 was contributed by Mr Edulji Dinshaw. The dispensary is maintained solely by the Municipality. The Hospital is in charge of Assistant Surgeon Mr Kewalram.

Bachubai Edulji Dinshaw Dispensary — A neat little building at Keamari which serves also as a Hospital where accidents in the Port Trust and Railway Yards can be immediately attended to. The late Mr Edulji Dinshaw provided the first Rs. 5,000 in consideration of the building being called by the name of his wife. The Municipality, Port Trust and N.W. Railway contributed approximately similar sums. The Hospital is now supported jointly by these three public bodies. A qualified medical officer is in charge.

Merewether Clock Tower — At the junction of the Bund and the Meera Road is an imposing and attractive monument of Gothic architecture erected by public subscriptions (Rs. 31,227) to perpetuate the memory of Sir William Merewether, Commissioner in Sind 1866 to 1877 and John Jacob's right hand man in the extermination of the Bugtoiders.

in Upper Sind many years previously. The Merewether Clock Tower was one of the late Mr James Strachan's many masterpieces, and is a landmark, that nobody can miss when driving from Keamari to Karachi. The Clock Tower was opened by Sir—Evan James (Commissioner-in Sind) in 1892 and placed in charge of the Karachi Municipality (See also page A 15)

The Temple and Currie Reservoirs—Are situated east of Depot Lines beyond the general Parade Ground. The Reservoirs which have a combined capacity of six million gallons of water, are marked by a couple of circular towers. (See also Chapter II, Progress of Karachi, What the Municipality have done.)

The Sydenham Reservoir is not visible to the casual observer. Like the Temple and Currie Reservoirs it is under ground, to the east of Native Infantry Lines and south of road to the New Jail. It holds six millions gallons of water and was opened by Lord Sydenham in January 1914 (See also Chapter II, Progress of Karachi, What the Municipality have done.)

CHIEF PORT TRUST BUILDINGS.

The Port Trust Offices are a magnificent group of buildings at the corner of Bundar Road and Fdulji Dinshaw Road opposite the Karachi end of the Hardinge Over-Bridge.

The buildings are semi circular the exterior being treated in broad Renaissance manner the ground floor is strengthened with channelled masonry and the two upper floors grouped in one with pannelled piers carrying the architrave frieze and cornice. Designed by Mr G Wittet, FRIBA FCB Int. Consulting Architect to the Government of Bombay, the buildings were constructed by the Engineering Department of the Karachi Port Trust, and completed in December 1915, at a total cost of Rs 9 74 990. His Excellency, Lord Willingdon, G.C.I.R., Governor of Bombay, opened the new Offices on the 5th January 1916, and a month afterwards (7th Feb) the entire block was taken over by Government and utilised as a Military Hospital (No 1, Indian General Hospital) with 500 beds and a large medical and nursing staff. The Military vacated the buildings on the 6th May 1919 when after restoration etc, the various Departments of the Port Trust re entered their offices. The ground floor of the building is at present occupied by the Assessment Department, the 1st floor by the Port Officer, the Traffic Manager, Chief Accountant and staff whilst the 2nd floor accommodates the Engineering Department, the Chief Secretary, the Chairman, and the Board of Trustees.

In continuation of the Offices of the Karachi Port Trust, and of the same exterior design, is the new Imperial Customs House—*vide* page A 21

The Mansfield Import Yard (named after Mr S Mansfield a sc Commissioner in Sind 1862-67) was originally constructed on a small triangular piece of land wedged between the Bunder Road and the main lines of the N W Railway at Bunder Head Goods Station. There being no room for expansion on this site protests were made at the time against the Yard being located in so unsuitable a spot but in vain. The lapse of a few years proved the soundness of these protests for the Yard had to be abandoned (it was sold to the N W Ry to be used for an extension of their Bunder Head Station) and a new and larger Yard provided. The Port Trust in 1909 commenced to reclaim an area of 61 acres immediately behind and to the north of the Native Jetty. On this area was built the new Mansfield Import Yard with its several ranges of large godowns or transit sheds for Import cargo and served by lines of rails from the neighbourhood of Bunder Head Station passing under the Hardinge Bridge. The entrances to the Mansfield Import Yard are (1) immediately adjoining and *south* of the Karachi Port Trust offices and (2) immediately adjoining and *west* of the new Customs House. The Yard is capable of practically limitless expansion to the west and north west.

The Seamen's Rest — The McHinch Memorial Seamen's Rest is a substantial oblong two storeyed structure at Keamari on the east side of the Napier Mole Road. Like most Karachi buildings it is of local sand stone a broad verandah with an arched wall for ntage protecting the rooms from the westerly sun. The late Alexander McHinch when Chairman of the Karachi Chamber of Commerce (1893) collected some Rs 11 100 by public subscriptions for the erection of a Home for sailors temporarily stranded in Karachi. The money was not utilised till some fifteen years after Mr McHinch's death when by the aid of a further Rs 3 000 from the Karachi Municipality Rs 3 300 from the Karachi Chamber of Commerce and Rs 8 366 from the Karachi Port Trust the present building was erected by the Port Trust (about 1910). The Seamen's Rest is managed by a Committee consisting of a President (who shall be the Chairman of the Karachi Port Trust) a Vice President a Secretary and Treasurer and thirteen Members of whom four must be representatives of the Christian Churches in Karachi. A European Superintendent is in charge. (See also page A 14 and Chapter V Associations etc.)

Manora Light House — A light to guide the Mariner to Karachi was first exhibited in 1848 from a tower 20 feet high on the S W bastion of Manora Fort. It was made in the Government Indian Oil works. It burnt cocoanut oil and was visible 16 miles in clear weather. In 1877 the tower was raised to a height of 50 feet and the original light replaced by a revolving light. In 1889 owing to the damage to the apparatus by the firing of heavy guns, it was decided to build the present Light house

at a safe distance from the Fort from which a fixed light was exhibited. In 1909 this light was replaced by the present modern 1st order Dioptric light and apparatus) with a candle power of 1 100 000 showing a flash of 3 10ths of a second with an eclipse of 7 1/3 seconds. It is now proposed to use the new auto form mantle which will increase the power to the light between 30 and 40 per cent with out a great expenditure of oil. The light is 15 feet above mean sea level and it is often seen at a distance of 70 to 80 miles. The tower is 91 feet high painted with red and white horizontal bands and black base.

Cape Monze Light House at Raz Muri (20 miles distant as the crow flies) was built and is maintained by Government. The tower is 150 feet high painted with black and white bands. Character of light—2 flashes of 1/10 seconds each eclipse 2 1/5 seconds between flashes and 6 1/10 seconds between groups. First exhibited in 1914.

The Observatory at Manora built and maintained by the Karachi Port Trust is a specially constructed building having a slit which can be opened for star observation from the North to South horizon. It is equipped with a Transit and a Sidereal Clock on isolated foundations and with two solar clocks. One of the latter is electrically connected with and drops the Time Ball on Bhit Island at 2 p.m. Indian Standard Time equivalent to 20H 30 M 00S Greenwich Mean Time.

The Meteorological instruments which bore the erection of the Observatory were kept by the Telegraph Department are now in charge of the Port Trust and weather observations are sent daily to the Director General of Observatories Simla.

THE CHIEF CHURCHES

Trinity Church the oldest and largest Anglican Church in Sind and St Paul's Church Manora are described amongst the prominent *Government* Buildings on pages A 19 and A 18 respectively.

The Roman Catholic Church of St Patrick is situated in the plain east of Suddar Bazar and north of the Napier Barracks. It is of some historical importance. Two memorial slabs and two brass tablets carefully preserved record that the first St Patrick's Church—the first Christian temple in Pagan Sindh—was built in 1845 to which we may add that the predominance of Irish officers and soldiers in its congregation accounts for its name of St Patrick. The present church dates from 1881 and was planned by Fr Wagner S. J. and constructed by Br Kluyver and Br Lau of the same society. It is in the Gothic style measuring 170 ft by 75 ft and accommodates 1 500 worshippers. The exterior though but little embellished architecturally commands attention by its size and its situation amid a cluster of little groves and gardens and of imposing buildings such as the presbytery and the Convent Chapel and schools.

Its main attraction however is in the interior. This is painted in oil throughout besides having all its windows of stained glass. The central passages and the sanctuary are paved with marble.

The Mission Church—Situated at the junction of the Lawrence and Mission Roads is a small but neat structure in the early English style and consists of a nave 93 ft long and 20 ft broad including the chancel and entrance porch. The first stone of the building (which can seat about 200 persons) was laid by the Bishop of Bombay in January 1865. The building was opened for Divine Service in January 1856. It has cost hitherto in all Rs 22 000. The Church is now used for services in vernacular only.

The Scotch Church of Saint Andrews on the north west corner of the Sadar Bazar. It was designed by Mr F J Newnham Agent of the Sind Railway was commenced in 1867 and opened for service on the last day of 1868. It will seat 400 persons, has a tower with steeple 135 ft in height and cost Rs 56 000.

The Methodist Episcopal Church Situated in Garden Road is a small edifice built of white Karachi stone artistically interspersed with red brick. It was built in 1875 during the pastorate of the Rev F A Godwin by the Methodist community aided by public subscriptions and has sitting accommodation for 250 persons. It ministers to the needs of the Non-conformist section of the station. Attached to the Church is a Soldiers Institute the gift of the late Dr John Charlton Brooks who also at his own expense added a Chancel to the Church. The social needs of the Military attending both Church and Institute are kept to the forefront. The Pastor always acts as Wesleyan Chaplain.

PROMINENT PRIVATE BUILDINGS

Some years ago a stranger visiting Karachi for the first time and driving up to the City from Kiaman described his first impressions of the style of buildings in this City as being of the early cowshed type of architecture. No doubt some grounds for this fictionism existed in the miserable groups of one story and almost windowless godowns that had been built haphazard—its home—in the Machi Miani Quarter. As these inglorious structures were the first objects that met the eye after passing along the Napier Mall and Crossing the Chunna Creek Bridge we can forgive the stranger his gibes. But we have now hinged all that. The visitor to Karachi having landed at the Kiaman Wharves or Passager Boat Basin and having passed through the Sydnham Passenger Pavilion (a very poor Port Trust memorial of one of Bombay's most brilliant Governors) is at once faced by—

"Mules Mansions" (named after Sir Charles Mules, C S I., M V O., O B E late Chairman of the Karachi Port Trust), a magnificent testimony to private enterprise. This massive block of buildings was built by Messrs Cowisje & Sons—the energetic and go ahead firm of Government Contractors Coal Importers and Stevedores of Keamari. The building rises to three storeys and the front elevation on Willingdon Place is ornamented by very massive columns and arches—the design of Mr Moses Somake, of Karachi.

Not until the two miles of the Napier Mole Road and Chinna Creek Bridge have been passed does the traveller enter Karachi City. Shutting his eyes to the remains of the Machi Mian godowns on his left, the first groups of private buildings worthy of special mention are —

Rustomji's Buildings immediately behind the Merewether Clock Tower and at the point of junction of the McLeod Road and Bunder Road. These buildings were erected by the late H J Rustomji on designs prepared by the late Mr James Strachan, Municipal Engineer. The style is Italian and in the eyes of the present generation, hardly suitable for a city whose outstanding feature is *flatness*. Columns and window designs and ornaments in *bolder relief* are perhaps more suitable. Nevertheless, for some years, Rustomji's three storeyed buildings were considered to be the finest architectural product of private enterprise in Karachi.

Cox's Bank. A massive structure in pink sardstone, recently completed, is the first business house in McLeod Road to catch the eye. The design of this building may be described as a free adaptation of Classical principles to Modern and Eastern requirements. The lower order forming the entrance is Doric, carrying a plain storey without any enrichment, and the attic storey above the main cornice, which is heavily corbelled, is in the Spanish Renaissance style as freely used in that country for galleries surrounding the interior courtyards. The main building is of Jodhpur stone and the godown, which is connected by a bridge, is of Drigh Road stone. The floors and foundations are of reinforced concrete. The building was designed by Mr E B Hoare, F R I B A.

Watumal Waslamal Buildings are next to Rustomji's Buildings, on the McLeod Road opposite the old Bank of Bombay (and new Imperial Bank of India building in course of erection). These buildings are in typical modern Karachi style, so popular both on McLeod and Bunder Roads—the front elevation consisting of two storeys of small, regular, semi circular arches supported by rows of columns the whole length of the building. These columns and arches—all of local sandstone—form the outer shelter of broad verandahs behind which are the offices proper. At the corner of McLeod Road and Dunolly Road, the building is carried up-

wards in the form of a small tower—the whole forming a substantial and striking evidence of local art and prosperity

Mercantile Bank building affords a change from the usual semi-circular arches, the verandahs being walled in. The design however is somewhat flat and not on a par with the latest architectural efforts in the neighbourhood. This building is also of local sandstone and gives an impression of solidity and wealth. It is the property of Karachi's most far-seeing landlord—Eduji Dinshaw.

Ralli Bros' new building is in Wood Street off McLeod Road. Thus situated, the outstanding merits of the design and the beautiful materials in which it has been carried out are not readily perceptible to those who see these fine offices only from McLeod Road. The chief features of Messrs Ralli's building are the simple front with its projecting stone slabs on brackets forming the cornice—a combination of Greek simplicity with Oriental wealth of shadow—and the spacious courtyard and South verandah. The verandahs and arcades are built in Jungshahi stone and the main facade is in Jodhpur stone. The floors and roof are of reinforced concrete and the office building and godowns cover roughly a square of which each side is about 300 feet. The design is that of Mr E B Hoare F R I B A.

National Bank of India Building is in McLeod Road and next to the City Terminus of the N W Railway. The building is roughly square in shape, with open verandahs and extensions on all sides (made to accommodate the rapidly expanding business of the Bank). The undressed blocks of local sandstone of which the main exterior has been built give an impression of rugged strength and permanency eminently suitable to the business that the building shelters.

Mackinnon Mackenzie's Building, almost opposite the National Bank of India, was the first building of the new era in local architectural effort. The building is a very handsome one in what might be described as a severe type of modern Renaissance. The central feature of the facade is a great arch about 70 feet high supported on either side by columns the wings being about 50 feet high. The whole facade is faced with Jodhpur sandstone and rests on a plinth of pink Haripur marble. In the centre is the main entrance and Piazza with a doorway in Doric style of red Jodhpur stone. The interior of the building is a very handsome two floors of white marble with a broad marble staircase in the centre. The whole of the interior is open different departments being separated from each other by polished teakwood balusters railings and counters. The Architect who designed the building is Mr M J H Smith F R S Arc (London).

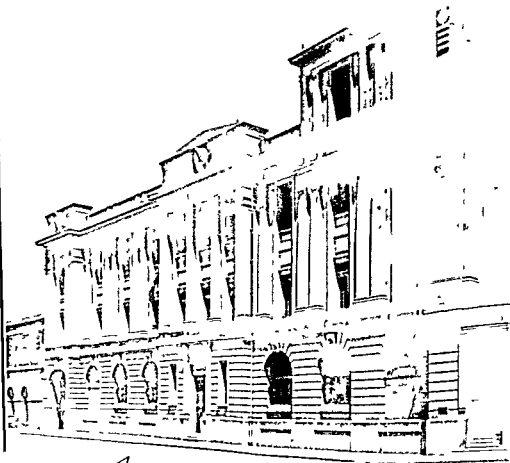
Returning now to the Bunder Road the first private building to catch the eye after passing Rustomji's Building are Cassar's building and

The Motilal Goverdhandas Cloth Market on the left (or north) side of the road. The Market so far as its exterior is concerned is of the popular Karachi type—5 m circular arches on regular rows of columns on the outside & randahs and rectangular offices inside. This market is one of the largest in Karachi and is divided into two portions—one oblong in shape and other irregular in design that are subdivided into over a hundred shops with living quarters on the roof.

The New Cloth Market at the corner of Bunder Road and Dunolly Road marks in advance in local architectural effort. The usual ground floor of arch and masonry is surmounted by two storeys through which half circular columns are carried to the cornice. Between the columns appear many little ornamental balconies on the second and third floors. As in the case of the Goverdhandas Cloth Market in the opposite side of the road living quarters are provided on the roof. This market contains nearly a hundred shops.

Forbes, Forbes, Campbell & Co. Ltd. Offices, at the corner of Bunder Road and Dunolly Road are the dominating feature of this portion of Karachi's main thoroughfare. The flat dome of this magnificent block of buildings stands out on the skyline clearly visible the whole of the eastern length of Bunder Road from a distance of between one and two miles. The buildings occupy a frontage of 250 feet on the Bunder Road and 350 feet on the Dunolly Road with a rounded corner entrance in the centre. Supported on a massive 5 feet 6 inches plinth of Jodhpore granite the ground floor exterior has been erected in finished channeled masonry. Above this rise the second and third floors grouped in one with plain pilasters carrying the frieze and cornice. In the central portion (corner of Bunder Road and Dunolly Road) a further floor has been added above which the dome caps the whole structure. The general design is in the Renaissance style though the horizontal line being a dominating note and has been carried out so far as the external portions of the building are concerned in Hub River sandstone. Strength and stability combined with dignity and distinction resulting from a grave and well ordered proportion of its several parts are the impressions which this latest product of the architect gives rise. The design is the work of Mr. J. R. Anderson of Messrs. Anderson and Asarpota. The building is the property of Messrs. F. Dulji Dinshaw. The following businesses are at present housed in this fine block—Messrs. Forbes, Forbes, Campbell & Co. Ltd.'s Export Import Electrical Engineering Finance and Banking Insurance Railways Share Transfers Steamers Coal and Timber Secretarial Departments. Also Ellerman's City Hall and Bucknall Lines of steamer, Messrs. Bates steamers the Bornholm steamers the Toyo Kisen Kaisha the Bibby Line and Messrs. Suzuki & Co. Henry S. King & Co. King





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THE ARCHITECTURAL RISE OF KARACHI



ONE OF THE NEW MERCANTILE BUILDINGS

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King & Co Grindlay & Co Coutts & Co, Holt & Co Sir Charles McGregor Bart & Co the National Provincial & Union Bank of England Ltd Brown Shipley & Co, Lee Higginson & Co the Fifth Avenue Bank and the American Express Co of New York Sind Light Railways Ltd Upper Sind Light Railways Jacobabad Kushmore Feder Ltd Larkana Jacobabad Railway Ltd Kashmir Railway Project the Karachi Electric Light & Power Co Ltd Horrocks & Crawford & Co Goodlass Wall & Co and Fduji Dinshaw Wool Cotton and Hide Presses the Boro Co (Timber) Bengal Coal Collieries the Sea the Marine the Ocean Marine and the Liverpool and London & Globe Insurance Cos the Phoenix and the Scottish Amicable Life Assurance Cos the Eastern Express Co Ltd etc for all of whom Messrs Forbes Forbes Campbell & Co act as Agents or Managing Agents. The Eastern Express Co Ltd represent some 50 of the principal Transport Agents in Europe and America and possess the finest fleet of commercial Motor Lorries in the North West of India.

Messrs Ferguson & Co Chartered Accountants and Messrs Anderson and Asarpota Architects etc also have their offices in Messrs Forbes Forbes Campbell & Co Ltd's buildings.

Jehangir Kothari Building at the corner of Bunder Road and Napier Road (and opposite the Max Duns Hall) was also for many years a building of outstanding merit. Many other offices of somewhat similar architectural design—long successions of semi-circular arches both on the ground floor and first floor front elevation—all constructed of local sandstone to protect broad verandahs behind which the building proper is sheltered—have been constructed on the Bunder Road. These buildings have an imposing appearance and though monotonous in effect give an impression of solid wealth which no doubt truly represents the condition of those who occupy them.

The Madressah-tul Islam Half way between the Bunder Road and McLeod Road and little over half a mile from their junction at the Merewether Clock Tower is the Headquarters of Mahomedan education in Sind—the Madressah-tul Islam with its Boarding Houses and Hostels. The main building the foundation stone of which was laid in 1887 by the Viceroy of India the Earl of Dufferin—is quadrangular in shape with an open courtyard in the centre for a gymnasium. It contains 32 large rooms and two halls—the largest in Karachi. The building is of two floors surrounded by large verandahs with ornamental pillars and arches. A clock tower forms a handsome addition to the structure. The building faces a large open space and is surrounded by a wall. The buildings on all sides of the courtyard are provided with a large number of small rooms for the students. The Madressah is a very fine building and is a credit to the Madressah. The buildings are provided with a large number of small rooms for the students. The Madressah is a very fine building and is a credit to the Madressah.

It can afford room for about 1500 devotees.

The Lady Dufferin Hospital A handsome structure designed by the late Mr Strachan was built and equipped by the late Mr J. Dinshaw, C.I.E. who expended on it more than a lakh of rupees.

hospital is meeting a real want and is doing much good work, and it is satisfactory to note that by the munificence of another Indian gentleman, the late Mr Isardas Assanmal it was provided with much needed nurses' quarters. Recently Khan Bahadur K H Katrak gave Rs 7,000 for a ward to be reserved specially for Parsee ladies and to be named after his mother "The Virbaijee Katrak Parsee Ward". He also gave Rs 50,000 for the "Bai Virbaijee Katrak Maternity Wing". During the year 1920, Mr Nadirshaw Fduljee Dinshaw presented to the Hospital Rs 50,000. This sum is given in memory of his late wife and is intended for the improvement, repair and upkeep of the 'Edujee Dinshaw Building'.

The Louise Lawrence Institute is attached to the Lady Dufferin Hospital and is intended for the training of Indian midwives. It is named after Mrs Lawrence, the late wife of the then Collector of Karachi—Mr H S Lawrence C S I C S (now Executive Member of the Government of Bombay). Mrs Lawrence met her death in 1912 in a trap accident. The entire cost of this building has been Rs 75,000 raised entirely by public subscriptions to commemorate and carry on Mrs Lawrence's work in the Districts of Sind. The scheme (which originated in the brain of Mr H N Crouch) is now under the control of Lady Dufferin Hospital Committee and is yielding splendid results.

The Masonic Hall originally stood on a site to the north of and adjacent to the Sind Club. A few years ago by an arrangement between the Lodge and the Club, the site was resumed by Government and made over to the Club. The Lodge in exchange was granted a site between Government House and the Artillery Lines and a new Temple was erected thereon at a cost of Rs 60,000 and consecrated in 1914.

Young Men's Christian Association—To the west of the new Masonic Lodge stand the buildings of the local branch of the Y M C A. The branch was founded in 1905 and in 1914 its present permanent building was built at a cost of Rs 67,500. It is a small but attractive structure with 5 acres of land for games with a hostel accommodation for 18 persons. (See also Chapter V. Associations)

Young Women's Christian Association—The new Y W C A Headquarters and Hostel have been built on a part of the site of the old Dak Bunglows on Bunder Road (not far from the Tramway Stables) at the corner of Barnes Street and close to the old Small Causes Court. The building—a neat two-storied one of Ghuzree sandstone—is of the latest Karachi type—oblong openings to broad latticed verandahs surrounding several rectangular rooms. The Hostel will accommodate 26 girls. (See also Chapter V. Associations, etc.)

Sind Volunteer Rifles Hall —(the property of Messrs Edulji Dinshaw) is located on the Garden Road—a two storeyed building with Offices below and a useful Hall above. The building is of the local sandstone and the design the usual semi circular arches around the verandahs so popular in Karachi.

Mama's Mansions (Victoria Road) —This new block of shops and flats at the corner of Victoria Road and Inverarity Road is in some ways a landmark in Karachi not merely for its height and prominence of position but because it has set a higher standard of type of shops and flats in regard to design and excellence of finish. The flats on the Upper floors consist for the most part of suits of spacious Dining and Drawing Rooms and two Bedrooms. Part of the building is at present in use as the Mama Parsi Girls High School pending the building of the permanent school in Bunder Road. The design of the building is a phase in French Renaissance a sufficiently plastic style to suit the varied requirements of the building. The lower or shop part is very happy and the upper part has had to be designed to suit the varied demands of the Karachi climate which demands that dust and heat must be excluded while admitting as much of the breeze as may be. The walls are of stone masonry and faced with Ghuznee stone on the main fronts and the floors and floor beams are of reinforced concrete. The Architect was Mr J R Anderson.

The Sind Club occupies a conspicuous position in Victoria Road to the north side of the Frere Hall. (The members were originally housed in a small bungalow in Staff Lines but in 1883 removed to their present premises). The design was by the late Mr Strachan and was carried out in light limestone in the Italian style. A second building comprising a two storied block of chambers was erected at the back in 1888. In 1904 the third block of the Frere Hall etc was added and finally on the acquisition of the site of the Masonic Lodge a new three storied group of chambers has been erected in 1915. This last is not beautiful but it is expected that the main building of the club will be extended in front of this block of chambers before very long.

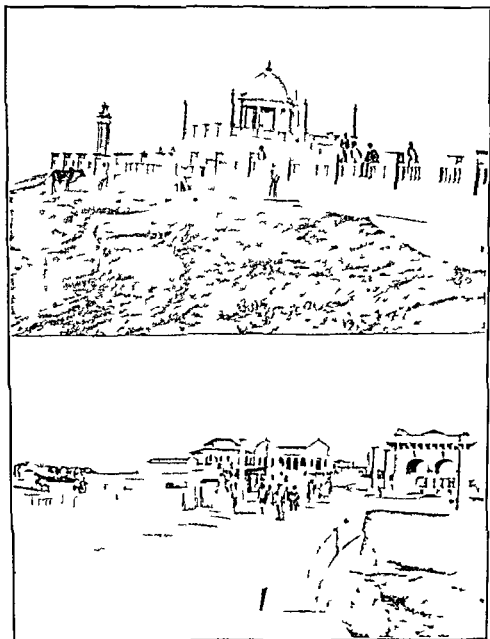
The Collector's Bungalow which is the property of Messrs Edulji Dinshaw stands immediately opposite to the Sind Club a fine house in which is included a small private office for the Collector. Immediately in front of the Collector's House is the Old Kutcherry a solid rectangular building dating from the days of Sir Bartle Frere.

It is curious that so many years should have elapsed since the coming of Sir Charles Napier without the Government of Bombay itself providing houses and Offices of its own for all its chief officers and the Departments over which they preside.

The Jehangir Kothari Parade and Lady Lloyd Pier at New Clifton afford to the citizens of Karachi a most delightful means of recreation and enjoyment of which the public in large numbers take daily advantage. Both Old and New Clifton (the former to the east of the latter, and midway between New Clifton and Ghizree) have for many years been favourite resorts from which to view the Indian Ocean, and to imbibe the ozone-laden breezes of the Soth-West Monsoon. Both hill-tops, however, were unable to accommodate in comfort the hundreds of visitors in carriages and motor-cars, and the thousands of pedestrians who came constantly to admire the sea-scape and to find relief in the cool, moist atmosphere from the Ocean. The Karachi Municipality accordingly appointed a Special Committee to investigate the matter, and the upshot was a scheme prepared by the Chief Officer and Chief Engineer (Mr Measham Lea) providing a largely increased area at New Clifton by taking in a hill to the north and the garden and house of Sir Jehangir H Kothari, O B E. Here it was that Sir Kothari showed a splendid patriotism and munificence beyond praise by making a free gift of his very valuable property to the Municipality to enable the idea of a great sea side promenade to be carried out. The Governor of Bombay, Sir George Lloyd—laid the foundation stone on the 10th February 1919 and the Parade was opened by Her Excellency Lady Lloyd, on the 5th January 1920. Sir Jehangir H Kothari not satisfied with what he had already done most generously offered to complete the scheme by building at his own expense a pier from the Parade to the waters edge at an estimated cost of three lakhs of rupees. This magnificent Pier was completed during the official year 1920-21, and was opened by Her Excellency Lady Lloyd on the 21st March 1921, amidst the applause and congratulations of the whole city.

The Parade comprises a Promenade, two terraces on projecting crags, a shelter, a path and carriage stand, and a terminal Kiosk. The Promenade is 600 feet long and 30 feet wide, paved with cement concrete and provided with cut stone balustrades on both land and sea faces. It is provided with 32 benches.

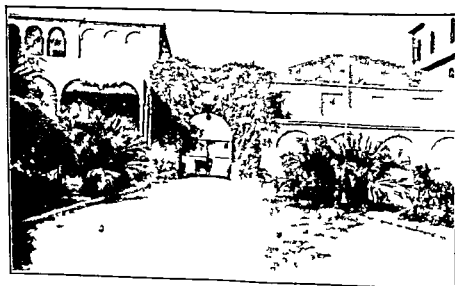
In front of the Promenade two terraces are built on crags projecting from the cliffs, one of these terraces measures 71 feet by 18 feet. Like the promenade they are paved with cement concrete and are provided with benches. The shelter is built in front of the Promenade at a point near the entrance to the Pier. It is built of cut Ghizree Stone with a Mangalore tiled roof and concrete cement floor. On the land side of the Promenade there is a cemented foot path 20 feet wide for a length of 575 feet, and 15 feet wide for 250 feet, where it encircles the Kiosk. On the Northern flank of the Parade there is a seat built of pink Jodhpur Stone. An octagonal seat is provided in the centre of the Kiosk.



THE JEHANGIR KOTHARI PALACE CLIFF ON BEACH



MUGARS AT MUGAR PII NEAR KARACHI



SINI CLUB MAIN ENTRANCE
(By Mr H. Ira r Nash)

Landward, the carriage stand contains an area of 169,170 square feet sufficient to accommodate 800 motor cars. To enable occupants of carriages to have an uninterrupted view out to sea, the Promenade and terraces are sunk 18" and 2'-6" respectively, lower than the level of the foot-path which is six inches higher than the ground level of the carriage stand.

The whole scheme was planned by Mr. Measham Lea, M.A., M.C.E., the Chief Officer of the Municipality, whilst Mr. E. B. Hoare, F.R.I.B.A., contributed to the architectural features of the design.

The Lady Lloyd Pier designed by Mr. E. B. Hoare, is about 1,300 feet long and 15 feet broad. It is of the same type of construction as the Parade, of which it forms the complement, namely of local Ghizree Stone protected on each side by an ornamental balustrade of pink Jodhpur Stone. At interval in its length it has been widened into two terraces each measuring 60 by 35 feet, the first terrace being reached by five shallow flights of steps, also of Jodhpur Stone. For the remainder of its length the Pier descends by a gentle slope to the Pavilion on the beach. It is carried on 76 segmental arches each 13 feet opening. The Ghizree Stone columns carrying the arches rest on concrete blocks which are supported by reinforced concrete piles. The Pavilion is 70 feet by 50 feet in area, and the floor is 12 feet high above sea level. It rests on piles 12 feet high supporting the reinforced concrete raft. Combined with the Parade this new project has added a novel architectural feature to the beautiful land and sea-scapes of Clifton.

In opening the Pier on the 21st March 1921 in the presence of a large and distinguished assembly Lady Lloyd on behalf of the citizens of Karachi congratulated Sir Jehangir H. Kothari and warmly thanked him for this splendid public spirited gift which added so much to the opportunities for enjoyment and recreation of the public of Karachi.

KARACHI'S PUBLIC GARDENS.

The following are the gardens maintained by the Municipality —

The Zoological Gardens, lying between the old Commissariat Stores and the Lyari, sometimes known as the Government gardens — the Burns Garden, the Friskine Garden, the Nandivara Garden the Sadar Bazar Garden, and the Iqbal Hall Compound. The most important of these is the so called Government Garden which covers an area of 46.64 acres. This garden seems to be of considerable antiquity, and prior to 1860 was maintained by Government for the supply of vegetables for the troops. In that year however, it was handed over to the Municipality at a nominal rent on the understanding that it should be maintained as a public garden. The Municipality took over charge on these terms and a small committee was appointed to look after the place. Major Ingle was the member who interested himself most in the matter and he laid the foundation

of the present garden. The gentlemen however who are now chiefly remembered in connection with the laying out of the garden are Major Finch, the Director of the Indo European Telegraphs, Major (afterwards) Sir) H M Birdwood, the Judicial Commissioner and Mr T L F Beaumont. These gentlemen had charge during the eighties and nineties, and were greatly assisted in their work by Mr W Strachan, who had been in charge of the Government economic garden at Hyderabad and was appointed Superintendent in 1889. It was during this period that the Zoological collection was started, the vines were laid down, the garden was fenced and enclosed, the bandstand was erected, and roads and promenades were made. In later days Mr T L F Beaumont devoted much care and attention to the garden, designed and built up the 'Beaumont' Lawns, and had the big duckpond made. The late Mr Strip devoted much attention to the welfare of the animals. The garden is mainly a pleasure garden, but vegetables and fruits of many kinds are grown, and the grapes are far superior to any that are grown in Sind and in the opinion of some good judges are the best in India. The cuttings were originally obtained from California, Mexico, and from Kew gardens. The varieties are numerous and include some of the finest kinds known on the continent of Europe. They are ready for cutting in June, and there is a demand for them from all parts of India. Judging from the success of this experiment in vine-culture, there seems no reason why this should not be a profitable industry in the Karachi district wherever there is a plentiful water-supply. The garden is open every day of the week to the public without charge, except for those who ride or drive. For those there is an entrance fee of two annas, except in the case of regular subscribers who pay Rs. 12 per annum or Rs. 7 8 0 for six months.

Mr A V I Hyatt has been Chairman of the gardens and Sewage Farm Committee since 1913, upto the time he went Home on leave in June 1919, when his place was temporarily taken by Goolam Husain Kasim.

The Merewether Garden. South of the Zoological garden is a shady *high* full of old trees, commonly known as the Merewether Garden, or the Commissioner's Garden. It belongs to a bungalow which was purchased by Government in 1869 for the ex-Raja of Satara and afterwards used as a residence for Chhatra Sahib, brother of a former Raja of Kolhapur. After Chhatra Sahib's death it was reserved for the accommodation of the Mirs of Sind. Fruits, flowers and vegetables are grown in the garden which contains some particularly fine trees.

The Burns Garden, on the Kutchery Road and separated from the Sind College by the Burns Road, is the memorial of a gentleman of whom history has kept no other record. He is commonly spoken of as Dr Burns, and is believed to have bought, and given to the Municipality the waste

land now called by his name. Possibly the conversion of this insanitary piece of waste land, used for dumping rubbish into a beautiful and fertile garden, was partly due to his initiative and was considered to entitle him to grateful commemoration. The garden is certainly a great boon to the residents of the vicinity and to many others who visit it from all parts of the town and cantonment. It covers an area of 26.20 acres and is intersected by walks shaded by well grown trees with flower beds and vegetable plots between. There is a vineyard also producing grapes as good as those of the Zoological garden.

Frere Hall Gardens, The Friskine Garden and the Frere Hall compound were laid out by Mr Benjamin Finch in 1887-88. The lawns surrounding the Victoria Memorial Statue and the Statue of late King Emperor Edward VII in the Frere Hall compound are now known as The Queen's Lawns and The King's Lawns respectively. They are maintained by the Karachi Municipality.

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CHAPTER IV.

EDUCATIONAL INSTITUTIONS.

The Church Mission High School—This School is probably the oldest Educational Institution in Karachi. It was founded by 1846 Col H W Preedy, of honoured memory, the first Collector of Karachi in 1846 as a Free School for boys in a by road to the West of the main Lawrence Road. In 1852 the School was removed to its present site in the Lawrence Road. The original sun dried brick building still stands as it was 70 years ago and is used for dress rooms, and known as the Preedy Hall. Col Preedy on leaving Karachi, handed over the School to the Church Missionary Society with a request that Christian teaching might always be maintained. They have since that period been responsible for its work and finance. Since Col Preedy's time a large Hall the gift of Mr Gynob, a Master of the School many class rooms a Laboratory Masters Reading Room and other Offices have been erected. Moreover all required to meet the demand for accommodation. The School has at present over 600 boys on the roll and prepares pupils up to the Matriculation and School leaving certificate examinations. There are the usual Athletic Club Literary and Debating Society Games Courts and Gymnasiums connected with the School and large playing fields for young-ster and Harby. Connected with the High School are two large Branch Primary Schools one for Sindh boys in its own fine building near the Bazaar Market and another for Gujarati boys in the Kunchore Lines Quarter. The latter has been recently enlarged to hold 320 boys. The C.M.S. are conducting the education of about 1100 Karachi boys from the Primary School to the Matriculation Standard. The Schools receive the usual Government grant given from the Municipality and a grant in aid from the C.M.S. but are dependent on the annual donations of Karachi well wishers to supplement the fee income supplied by the scholars. It will be more necessary this year than formerly owing to the non-receipt of the Government grant that they may be unable to pay the building a full *Head Master*—Mr P K Sircar, B.A.

Karachi Grammar School—The school dates back to 1847 when a class was opened by the Rev H Brereton for the education of English and Anglo Indian children probably at the residence of the Chaplain. In 1852 it developed into a regular school and was held in the Church bungalow situated on plot No 5 Native Infantry Lines now occupied by the Methodist Church. In 1854 through the efforts of Sir Bartle Frere the Mess House of H M 64 Regiment was purchased and the school removed to this building. This Mess House stood on plot No 24 Depot Lines the site of the present school. In 1856 it became a Boarding School and the old Mess House was used as a girls' school while the old Church bungalow became a boys school. In 1872 they were combined and the Mess House was used for the masters and boarders. As the school accommodation in 1874 was very inadequate and there was an increasing demand for accommodation for boarders owing to the rapid development of the Indus Valley Railway Rev G B Streeton succeeded in raising funds with the help of the Government the Diocesan Board of Education the Karachi Municipality and the S P C K to build a new and enlarged school house to the designs of Col Thomas F Dowden of the Royal (Bombay) Engineer. The new school building constructed entirely of stone was opened as a boarding school by Sir William Merewether on 27th February 1875. In 1916 an additional storey was added and separate residential quarters for an assistant master built with the help of a grant of Rs 60 000 from the Government. The School educates boys and girls for the European High School and Cambridge Local Examinations. It is supported by school fees subscription donations and by annual grants from the Government the Municipality the Cantonment Committee and the North Western Railway.

Narayan Jaganath High School—This school is a Government Institution situated at the junction of the Bunder and Mission Road. It began as the first English School in Sind in a hired building near the Erskine Garden in 1852. In 1855 it was removed to its present site. The south and northern wings are later additions. The entire cost of the building was Rs 63 294. There is accommodation for 19 classes. Besides there is a general library a library for the boys and an Educational library for reference by the public. Drawing rooms a room for the masters' tiffin rooms and an office. This school is named after Narayan Jaganath a Prabhu from the Ratnagiri District in recognition of his services to education in Sind.

Since the re-organization of the Educational services in 1896 the Headmastership is borne on the Indian Educational Service. There have been four European Headmasters and each has left his own impress on the

St Joseph's Convent—St Joseph's Convent School has grown gradually out of the mixed school opened by the Rev J Willy in 1861. The girls were separated in the following year and taken charge of by some nuns of the Congregation of the Daughters of the Cross and a single storied building was erected for their accommodation. In 1870 an upper storey and central tower 50 ft high were added and the school became a handsome and imposing structure. But as the number of boarders and day scholars increased further accommodation became necessary and a third storey was added providing spacious and lofty dormitories. In 1897 a large play shed was built on the site of the old St Patrick's Church and in 1900 a new aisle was added on to the south end. The total cost of the building has been about a lakh of which Government granted Rs 25 000 and the balance was raised by subscriptions. The accommodation now comprises 16 class rooms 2 refectories 3 dormitories 2 infirmaries and 19 other rooms including the Sisters Quarters. In 1900 the school was divided into two distinct institutions—in English teaching day school for native Christians and others and a Boarding and day school for European and Eurasian girls, which teaches upto the High School standard. The joined institutions are managed by 12 Nuns of the order above mentioned and 5 lay sisters under a Lady Superior. They also carry on a school for the poor in a separate building in the compound.

St Patrick's High School—St Patrick's High School was started in 1861 by the Rev J Willy Roman Catholic Chaplain as a mixed school for boys and girls and was conducted in his own quarters. Next year the girls were separated. After the building of St Patrick's Church in 1879 accommodation was found in the old Chapel for the Boys' School which had grown into a High School. The present building was erected in 1893 on a free site granted by the Cantonment authorities and cost Rs 51 882 toward which Government granted Rs 13 936 and the Roman Catholic Mission contributed Rs 37 746. The building contains one large hall and 8 classrooms with recesses. The school is conducted by 18 teachers and attended by 400 boys.

The Staff—Rev J Jos Meyer S J Principal Chr Doctrine Sports and Games. Rev A Fortuny S J, Headmaster Latin Chr Doctrine, VI St. Rev F M Marrugat S J Treasurer Science. Rev Fr L Pereira Christian Doctrine. Rev Fr H A Almeida English Latin Christian Doctrine. VII Mr Chas Christie English Latin History. VIII Lecturer in Latin D J College. Mr Clement Vaz Mathematics. Mr S N Martin, Standard V A. Mr Patrick Mendes Standard V B. Mr Paul D'Amello,

Standard IV A Mr Salva Soler S J Standard IV B Mr J M Fernandes
Dawing

Dayaram Jethmal Sind College — (Recognized 1887) — In 1882 an influential body of Indian gentlemen of Karachi addressed a memorial to the Education Commission then sitting at Calcutta urging the Commission to recommend the foundation of an Arts College for the Province of Sind and adding that they could guarantee a sum of at least Rs 30 000 as the nucleus of an endowment fund. Two years afterwards the writers of the memorial together with other gentlemen formed themselves into a Committee which extensively canvassed all parts of the Province for support pecuniary and otherwise, to the project and then dissolved in favour of a new body the Sind College Association of which the Honourable Mr Dayaram Jethmal was appointed President. The Association is registered under the Bombay Act XVI of 1860. Before the close of the year 1886-87 the Committee was able to announce that the College Endowment Fund exceeded one hundred thousand rupees and that a sum of Rs 27 500 had been provided toward the annual income of the College to which sum Government had agreed to contribute Rs 10 000 the Sind Municipalities Rs 10 800 and the Sind District Local Board Rs 6 700. Of the Endowment Fund a sum of Rs 1 19 700 has been invested and the interest made available for the annual maintenance of the College.

The Association opened the Sind Arts College in temporary premises in Karachi early in 1887. The College was at first recognized up to the B A Examination only but has since been recognized for the purpose of the M A and M Sc Examination the recognition extending from the beginning of the first term of the year 1887-88. An increasing branch of instruction in the College the full course of instruction in Civil and Mechanical Engineering extending over three years though students are not prepared for the Degree in Engineering of the University of Bombay but the Government recognize the Institution and offer every year four posts in the Upper Subordinate Department to the first four students in the final examination.

The management and the control of the College are vested absolutely in the College Board which forms the governing body of the Sind College Association. The Commissioner in Sind is *ex officio* President of the College Board. This College which was formerly named the Sind Arts College has now been renamed the Dayaram Jethmal Sind College after the late Honourable Mr Dayaram Jethmal in whose memory a fund was raised by his friends and admirers in this Province. This sum having been supplemented by handsome donations from Messrs Dowlatram Jethmal and

Bulchand Dayaram relatives of the deceased has been made over to the College Board. The Hostel attached to the College named the 'Metharam Hostel' after the late Diwan Metharam Gidumal Shahani of Hyderabad at present accommodates 150 students and contains a Swimming Bath named the 'Tatelchand Atmaram Swimming Bath' after the late Seth Fatehchand Atmaram of Karachi. There are four tennis courts and two fives courts. Cricket football and hockey are played in their respective seasons. The College plays every third year in the Lord Northcote Cricket Shield Tournament, and has been successful for two times out of three ventures. The College hockey team has also won once the Dewar Shield and the Haji Dossal Cup.

Scholarships and Prizes Eight Sind Scholarships of Rs. 10 per mensem are tenable at the College for students of various degrees of seniority and two scholarships of Rs. 15 per mensem are tenable for students of the College studying Medicine at the Grant Medical College, Bombay. Special reservations are made in favour of the Muhammadans and other backward classes. The McLeod Scholarship which was established in 1874 in memory of the late John McLeod Deputy Collector of Customs at Karachi is of the annual value of Rs. 140 being the interest of Rs. 4,000 forming the McLeod Scholarship Fund. It is tenable for one year at the College for the Native Sindhi student of the Naryin Jagannath High School Karachi who shall have passed with the highest number of marks the Matriculation Examination of the University of Bombay held in the preceding year. The Sitabai Dayaram Scholarship of Rs. 52.50 per annum is annually awarded to a poor student of the Amil caste. There are also other prizes.

Acting Principal—Salubhai Chundram Singh MA M.A. Professor of English. Suratram Balchand Butram MA B.Sc. *Acting Vice Principal* and Professor of Physics. Hotchand Mulchand Gurbaxani MA Professor of Persian. Harnamam Jagu PA Professor of Sanskrit and Assistant Professor of Mathematics. Mr. Girdhar Girdharji Kewaram MA LL.B. Professor of Law. Mr. Hukimji and Indira Harkish Tibbani and Pitamberda Firozda MA LL.B. Professor of Mathematics. Dharamdas Teckchand Marwalle MA Professor of History. Fikhrul Mughlaj Advani MA LL.B. Professor of English. Fakhir Hazarising Ajwani BA Assistant Professor of Chemistry. Dr. Metharam Gidumal Punwami BA MBBS Professor of Biology. Mirza Mahomed Riza Shirazi, BA Assistant Professor of Persian. Tolaram Jethanand Mirchandani MA M.Sc. Assistant Professor of Physics and Mathematics. Adrian D. Duarte MA Assistant Professor of History. Gobindram Shamdas Kotwani B.Sc. Tutor in Chemistry and Physics. Charles Christie Lecturer in Latin. Motiram Harsamal Advani L.C.E. Professor of

Engineering Bahadur Singh Hazarasingh Adami Instructor in Mechanical Engineering Heat Clerk—Moses J Solomon Clerk—Julius Caesar D Souza Book Keeper—T F Imki

Sind Madressah-Tul-Islam—The institution is representative of the Muhammadan activity for education in Sind. It is the best of its kind in the Province. It was founded in 1885 through the indefatigable energies of the late Khan Bahadur Husamah Bey Effendi who was the President of the Sind Muhammadan Association and is controlled by a Board the members of which are nominated by the Association the Commissioner in Sind (who is the *ex officio* President) and various Municipalities and District Local Board. The object of this institution is to give the sons of Muhammadans residing in Sind a thorough English education together with religious instruction according to the Sunni and Shiah doctrines. It is a complete High School with Vernacular Branches (Sindhi and Urdu) and is accommodated in a handsome two storeyed quadrangular building consisting of 40 class rooms two spacious halls library and offices. There are two large and handsome mosques in the school compound where prayers are said daily at the regular hour. There are over 200 boarders of which 51 are free. There is a boys club a Duty Association a Carpentry Class and a Quarterly periodical and a Boy Scouts patrol. Great importance is attached to game and attendance thereon is compulsory on all healthy boys. The principal and masters join in the games.

Members of the Sind Madressah Board—The Honble Mr J I Rieu C S I C S Commissioner in Sind President W W Smart Esq I C S Collector of Karachi Vice President W Grieco Esq M A B Sc Educational Inspector in Sind Mahomed Kadir Shaikh Esq M B E Wazir Khairpur State Wally Md Hassanally Esq B A LL B M L A Seth Yousoff Ali Khan Jamjee Ali Baksh Mahomed Husain Esq M L A Mahomed Ibrahim Umedally Esq K B Dharma Baksh Jatoi K S Haje Imam Baksh wd K B Ghulam Rasool Jatoi Wadero Ahmad Khan Bhutto Syed Kamal Shah Syed Kabool Md Shah F S Mirza Esq Barrister at Law Mir Asoob Khan Barrister at Law Pir Rasool Baksh wd Pir Mahboob Shah Khan Sahib Wadero Chakar Khan Syhrani Syed Sher Shah Syar Shah Ghulam Ali G Chagla Esq Moulay Rahmatullah Saleh Mr Abdul Hamid Khan wd K B Khudradd Khan Ali Akbar Hassanally Esq

Members of the Studing Committee—W W Smart Esq I C S Collector of Karachi W Grieco Esq M A B Sc Educational Inspector in Sind W M Hassanally Esq B A LL B M L A G G Chagla Esq Yousoff Ali Khan Jamjee Mr Asoob Khan Barrister at Law

Members of the Mahomedan Committee—Mr Ayub Khan, Bar-at Law, Seth Hap Abdul Shakoor, Seth Mir Md Balooch, Kazi Abdul Aziz Sahib, Seth Tayabali Alibhoy, Seth Abdullah Jan Md, K S Haji Md Ghulam Hussain, Mr Meherally Talib, Mr Abdul Rahim Balooch B A LL B & K B S G Haji

The Staff—Mr T H Vines, M A F R A I, *Principal*, Mr Murid Ally B.A., S T C, *Vice Principal* Mr Nihalchand B A S T C Mr Pragji B A, S T C, Mr Abdul Rahman B A Mr Ahmedbux Rahim, B A LL B Mr Abdul Qayum Khan B A Mr Khawaja Ali Md Mr Memon Md Issan, Mr Md Hassan, S T C Mr Piab'hulal, Mr Maqbool Ellahi, Mr Abdul Jibar, Mr Bhagutsing, S T C Mr Sheikh Md Hassan Mr Shankerlal, Mr Rawal, Mr Amir Bux Mr Fateh Md Mr Md Azam Khan, Mr Md Shah, Mr Mirza Suleman, S T C, Persian Teacher Mr Abdul Razak Arabic Teacher Mr S C Potwardhan, Drawing Teacher Mr Jumandar Kassimally, Drill Master, Mr Kassim Khan *Superintendent* Boarding Houses, Mr Niaz Allyshah, *Assistant Superintendent* Boarding Houses

The Khoja Ismailia Boys and Girls Schools—With the generous donations received from His Highness Sir Aga Khan G C S I, 1911 etc four schools were started in order to impart sound education to Khoja Ismailia children in the Jamaath Khannas buildings in City and the Garden Quarters. A night school has also been opened at Runchole Lines Quarter and a branch school at Mahr. Their administration is attended to by a School Board consisting of workers nominated by the Khoja Ismailia Council established by H H Sir Aga Khan. The standard and nature of education imparted in the schools to boys and girls are Gujarati upto IV Book besides Khoja character and religious tuition. In addition to this the girls are taught sewing knitting and cooking etc. In the year 1911 all the schools were registered and in addition to the annual grant of Rs. 2 500 by H H Sir Aga Khan the schools have received grants from the Government and the Municipality.

The Khoja Ismailia community owes thanks to the Kutch Municipality for the allotment of a piece of land measuring 300 square yards, opposite the Khoja Ismailia City Jamaath Khanna in the river bed Lea Quarters, on Harris Road on which it is proposed shortly to erect commodious girls' schools and a Nars'hali (Women's institution). The Girls' School will be named 'The Ahmadiyeh Mukhl Ahidina Khoja Ismailia Girls' School' and about Rs. 25 000 to 30 000 being the moiety of the cost of the said Girls' School, will be borne by Aliyah Seth Alidrabhai Alimohamed and the Nars'hali named 'The Khairabhai Bundalli Khoja Ismailia Nars'hali,' about Rs. 15 000, the moiety of the cost being

borne by Seth Bundally Kassim. A moiety of the cost of erecting the said school and the Narishala it is hoped will also be subscribed to by Government. On their completion it is intended to remove the Girls' School now occupying the City Jamaat Khanna. A Reserve Fund has been started for the support of the schools. To meet the needs of the Khoja Ismailia Schools Messrs Bhoola Khuma Meherally Khuma Bundally Mukhi Mahomed Banu Bhoola and Alarakhia Abdulla have recently purchased a big plot of ground measuring about 2 500 sq yards opposite the garden Jamaath Khanna and they have most liberally decided to erect schools for boys and girls thereon at their own expenses (costing about forty thousand rupees). As regards maintenance the grants being insufficient Seth Sajjan Dampi has announced to give Rs 25 000 as a Reserve Fund the income of which will be utilized for the purpose.

Prizes are distributed to the scholars twice in a year in the Kharadar and Garden Quarter schools at the expense of Seth Aliyeh Alidina Ali mahomed, Seth Mehralli Kassim Seth Vazir Rahim Vazir Basria and Kumeria Hoosain Huzoor Mukhi Mamoo respectively in the memory of their respective fathers and by Seth Etmaadi Ali Bhoola Mehralli Khumani and also by the Siddar Bazaar Panjibhaya Meher P Allana Brother have subscribed Rs 500 as Reserve Fund the income of which is to be utilized for scholarships in memory of their father Seth Khalfan Natha. Four girls have been in receipt of scholarships from the Government Education Department since 1918 and two girls are given cooking scholarships in memory of the late Mrs Ida Rieu. There are at present 114 boys and 203 girls attending the Kharadar Schools and 139 boys and 159 girls attending the Garden Quarters Schools. 9 boys and 8 girls in Runchore Night School and 12 boys and 13 girls in Mulir Branch School. The number of teachers and mistresses in both the schools is 14 and 12. *The School Board—Chairman—*Khair Bahadur Dr S G Hajei *Secretary—*Khair Sahib Aliyeh Alidina Almahomed *Members—*Vazir Rahim Vazir Basria Aliyeh Bandally Kassim Etmaadi Gudoo Piroo Etmaadi Bhoola Ali Khumani Mukhi Seth Samji Megji Missionary Subzali Rumzanali Seth Ghulam Hussein Vouroo Seth Ghulam Hussein Khalfan Seth Rahamtoola Palani Mukhi Bundally M Mahomed Seth Velpi Alharakhia Seth Sajjan Dampi, *Secretary—*Hossaini Jaffer.

Coronation Commercial College, (Bunder Road)—The College was started on November 11 1915 by Mr M B Dalal the present Principal and Proprietor. Since then over one thousand students have taken advantage of tuition at the College in various commercial subjects. Mr Dalal is assisted by four other teachers in his work of coaching up students for the London Chamber of Commerce and other examinations.

Sri Guru Nanak Sahib Kanya Pathshala (Burns Road) —The Pathshala which was founded in 1916 has been imparting free religious and secular education to girls ever since. It has been the constant aim of the organizers of this Pathshala to instil into the minds of the girls the noble teachings of Sri Guru Nanak Dev, the First Sikh Guru, and with this end in view in addition to the usual course of studies *Banis* from Sri Guru Granth Sahib such as Nae Mahil ja Shabid Japji Sahib Sukhmani Sahib etc are prescribed. Competitive examinations in this subject are held annually and prizes awarded according to merit. Music classes are held regularly wherein the pupils are taught to sing *shabads* from Sri Guru Granth Sahib. The secular side of education gets full attention and cooking and sewing classes are held periodically. A kind donor has given to the Pathshala free a sewing machine for teaching purposes. The institution is maintained chiefly by the Sri Guru Nanak Sahib Darbar that contributes Rs 50 per mensem to the Pathshala funds. It is the only school of its kind in Karachi which imparts free education to girls. *Manager*—H P Punwami *Secretary*—H T Mansukhani *Joint Secretary and Treasurer*—Lalchand Kewalram

Prem Mandali Free Night School was started in 1917 with 10 boys on its roll. It has now over 75 students comprising of *working class people*. Some learn Hindi Urdu or Gujarati and others English. The Night School is held in the Tirathidas Chaudhmal Municipal Boys School kindly lent by the School Board (Karachi Municipality) for the purpose. The Staff consists of 5 honorary and one paid teachers. *Managing Committee*—N D Malik Esq *Chairman* Messrs Ahmed G Chagla Parsram Prumal G N Malik Chellaram Thakurdas and Dalmal Teekchand. *Members*—Mr M R Mtwani *Hon Secretary*

Khalsa Anglo Vernacular School (Bunder Road) was established in 1918. It teaches boys up to the 4th Standard (English). There are about 100 scholars on roll. The management is in the hands of a Committee elected by Sri Guru Singh Sabha the Representative Body of the Sikh Community in Karachi. *Manager*—Sardar Thakarsingh Lal Singh Pleader *Assistant Manager*—Sardar Sharam Singh *Headmaster*—Sardar Tara Singh B A

Female Education Society—The Society was started in 1920 and the first fruits of its efforts have been the opening of a Girls School called The Indian Girls School located in a comfortable building on the Burns Road in Gharnkhata. The object of the Society is the promotion of female education by the founding of schools and classes necessary for the training of Indian ladies.

and girl. The Indian Girls School is a High School for girls and is maintained by subscriptions and by grants from the Government. The teaching staff consists mostly of trained lady teachers, some of whom are graduates of the University of Bombay. The following gentlemen form the Committee of Management for the Society and for the School.

Committee—President—Mr Rupchand Bilaram B.A. LL.B. *Vice Presidents*—Prof S. C. Shahan M.A. M.L.A. Mr Rewachand Doulatram B.A. and Mr Virbhadras Narandas. *Members*—Prof J. V. Lakhami M.Sc., Prof M. H. Advani L.C.E. Mr Gobindram B. Malkani Mr Udharam Kewalram Mr Nidhasing Chaitang Mr P. I. Vawani Mr Hiranand B. Advani B.A. Mr Isarlis Parumal. *Joint Secretaries*—Mr Kanvalsing Pohumal B.Sc. and Mr Shamdas P. Gidwan.

Bhagnari Tilockchand Girls School was founded in 1920 and is aided both by the Karachi Municipality and the Government (1920). It is situated in Old Market Napier Quarter. The Building has been lent by the Trustees of the late Seth Tilockchand Gangaram free of rent for School purposes.

Managing Committee—Mr Kulkarni Pahlomai B.A. LL.B. *President*, Mr Achumal Pahlajri Pensioner. *Secretary*, Mr Takandass Himraj Merchant. Mr Isardas Amroomal Cheri. Mr Shamdas Keshowdas Merchant. Dr Bashomai Lalchand M.B.B.S. Mr Shamdas Tirathdas Merchant. Seth Pohomai Gayandas Merchant. *Staff*—Devi Sarvatti Head Mistress. Devi Gangabai 1st Assistant, Devi Lachmibai 2nd Assistant. Virbhadra Bai Lady Preen.

Church of England Zenana Mission Schools—*Harris Road* Irani River Bed. Orin Alexandra Teachers Training College and Widows Institute.

Joribai Road Gujarati Girls School.

Trans Lyari Makrani School.

Kolson Road—A.V. School. Marathi School and Indigenon School.

Ravisami Girikhat—Cond'n Gujarati School.

Sukler Bai Road Dundas Road Gujarati School.

Madresa Hanani A. V. School—This school was started by some Bohra Mahajirans in 1911. The organizers constituted themselves into an Association. The Association is a Hindu Association which is the managing body and trustee of the institution and is registered under Societies Act XXI of 1900. The School has three branches—Anglo Vernacular, Gujarati for Boys and girls school. It is maintained by public funds, Government grant and Municipal grant. The President of the Karachi Municipality is an *ex-officio* member of the Association. Mr Yusufali

Alibhoy is President Mr Tayyab Ali Alibhoy Alavi Chairman and Messrs Abdulhusen Moosabhoy Karimji and Adimali Esmailji Joint Honorary Secretaries

Manora European School—*Managing Committee*—*President*—Capt G N Forteach RIM *Vice President*—W H Neilson, Esq OBE, MICE *Members*—Capt P Mead RGA Capt A MacGregor Mr M O Riellex, Mr A Farquhar *Hon Secretary*—Mr J A Scarr *Head Mistress*—Mrs Campbell Shaw

Municipal Schools—The following is a list of Municipal Schools under the control of the Karachi Municipal School Board

Boys Schools Alimul T School Assanmal T Ojha School Tirathdas Chandamal School Keamari Sindhi School Mauripur Sindhi School Urdu School Idgah Urdu School Soldier Bazar Homandras S Jada School P B Kotwal School Chikiwara Javai School Keamari Gujarati School Keamari Marathi School M S Adani School Sindhi Night School Town Gujarati Night School Ranchore Lines, Urdu Night School Ranchore Lines Urdu School Kalankote Urdu School Ghazee, and Megh Sudhar School

Girls Schools—Wedderburn Girls School Randaugh Girls School, Muhammadan Girls School No 1 Muhammadan Girls School No 2 Iyari Girls Schools Gujarati Girls School Jusrji Vajji Girls School Urdu Girls School Ranchore Lines Marathi Girls School Ranchore Lines Marathi Girls School Randaugh Gujarati Girls School Machi Miran Gujarati Girls School Keamari includes Sindhi and Marathi Branches Female Normal Class

Municipal School Board—T K Jeswani Esq MA R S Showaram Dawanmal Dipchand T Ojha Esq H N L Dinshaw Esq W M Hasnani Esq Tayyab Ali Alibhoy Esq

Superintendents Durkis B Adani Esq Iqbal Chhirmal Esq I K Shidani Esq MA A G Pruthi Esq MA L *Secretaries*

Shri B U. M. M Commercial Institute.—The Shri Bharat Yuva Mitra Mandal Free Commercial Institute is situated on Princess Road behind Old Jail. It trains up students for the Commercial Courses free of charge and without distinction of caste. New courses begin 1st of May every year. *Principal*—Mr Premchand Narain

CHAPTER V

LIBRARIES, ASSOCIATIONS AND CLUBS

LIBRARIES

Frere Hall (Municipal) Library—Frere Hall Library was founded by Mr (Sir Bartle) Frere in 1852. Commissioner in Sind 1852. There are 12,608 books in the Library. The Library is specially strong in the General Section i.e. books other than novel. There is a good collection of books of local interest. The Library is public in the sense that it is open to any one who subscribes. In addition there is a Free Public Reading Room. The Library and Public Room have electric lighting. The annual expenditure on books for the last three years has averaged Rs. 1,000.

The following are the rates of subscriptions in advance.—First Class Rs. 3.0.0. Second Class Rs. 2.0.0. Third Class Rs. 1.0.0. Fourth Class Rs. 0.8.0. Sellers under the rank of Non-Commissioned Officers Rs. 0.4.0.

Subscribers proceeding into the districts of Sind may on prepayment of three months' subscription take with them books (other than new) as follows:—First Class subscribers twelve sets. Second Class subscribers eight sets. Third Class subscribers four sets, but books taken out into the districts must be returned within four months of the date of issue and not taken beyond the limits of the province without the sanction of the Committee of Management. *Managing Committee*—Municipal Members—S. Moore, Esq. Sobhanmal B. Ojha, Esq. Dr. Hajeer Ghulam Hussain Kasim. Elected by Subscribers—W. R. Burn Esq. R. V. J. Yule. Rennie. Hon. Treasurer and (2 seats vacant).

Sudder Bazar Reading Room and Library (Liphinstone Street)—

This Institution was started in 1866 by Mr Iramroze I. Punthakey with the help of the late Mr P. B. Kotwal late Mr H. J. Rustemji and late Mr Edulji Fakirji.

The Library was managed by them and since their demise one of its founders Mr Iramroze was solely looking after it. But on account of his sudden illness Mr J. H. J. Punthakey took over charge of this Institution in February 1921 as Honorary Secretary and Treasurer and Dr. B. D. Verjee, F.A., C.B.A.C., Veterinary Surgeon and Superintendent S. P. C. A.

has kindly consented to work as the Honorary Librarian. There are about 700 books and monthly subscriptions are class A Rs. 1 Class B As. 8

Ramdas Morarji Gujrati Free Reading Room and Library—This was founded in 1872 solely by the aid of Seth Ramdas Morarji 1872 and hence named after him. It has filled the want keenly felt by the Gujrati speaking people of the town. It receives a small grant in aid from the Municipality and is maintained by Seth Haridas Ramdas Morarji.

The Library has 1 800 books. Daily and weekly papers and monthly magazines are subscribed for. This was registered in 1914 when it was declared free for the use of the public of Karachi. The Library has its own property valuing Rs. 60 000. The change of site is under contemplation. Patron Seth Haridas Ramdas Morarji. *Secretary and Treasurer*—Mr Mavji Khumji. *Assistant Secretary*—Mr Khetsi Velsi Kulla Sailwalla and other members.

Max Denso Hall Library—(Bunder Road) Founded in 1886. *Managing Committee*—*Chairman* Ghulamali G. Chagla. 1886 *Honorary Secretary*—Verhomal P. Valicha. *Honorary Treasurer* Jagumal Bhigumal. *Librarian*—Chellaram Motumal. *Committee*—Byramji H. Bahrena, Mulchand Chetirmal, Sorabji N. Malbari, Adramalli Yussufali. There are three classes of members: (1) Fee Rs. 1 8 0 (2) Fee Rs. 0 12-0 and (3) Fee Rs. 0 6-0. Books may be borrowed by the members for fifteen days on condition that if they are lost the borrowers are liable for their value. The number of books in the Library is under 1 200.

Marathi Wachanalaya—Robson Road. Established in 1901 and registered in 1912 A.D. The Reading Room is free to all. 1901 Number of books is about 3 000. The Management is vested in a committee of 12 members elected by the general body. *Present Managing Committee*—*President* Mr P. V. Iyer. *Vice President*, Mr S. Y. Teli. *Honorary Secretaries*—Messrs D. K. Temker and D. T. Chitre. *Hon. Treasurer*—Mr K. B. Patil. *Members*—Prof. H. L. Laga, Messrs R. P. Shinde, S. B. Patkar, S. P. Jadhav, N. D. Abhyankar, D. F. Thakur. *Hon. Auditor*—Mr R. V. Patel.

Ghulam Hussain Khalikdina Library—*President*—Mr G. G. Chagla. *Vice President*—Prof. H. L. Laga. *Members*—Mr Prabdas. 1906 Lokumal, Mr Vallabhdas, Chattumal, Venu, Mr Narindas, Narundis, Mr Teckchand, Hemdas, Mr B. D. Solomon, Mr Jharmra, Gidumal, Mr Gopaldas, Narundis, Lala. *Her Secretary*—

Mr D A Mandake *Joint Secretary and Treasurer*—Mr I Y Suleman, *Auditor*—Mr Shanker Y Telli *Librarian*—Mr Hotchand K Vasu. There are 280 members and there are 3 classes of members, first class Rs 1 8-0 second class Re 0 12-0 and third class Re 0 6-0

Khoja Ismailia Library—This library is intended for the Khoja Ismailia community only. The institution was established 1908 on June 1 1908 by the kind permission of His Highness Sir Agha Khan GCIE KCIE LLD, etc His Highness very kindly placed an important portion of his building on Harris Road at the disposal of the Library Committee for the use of the Institution free of charge. All requisite furniture as well as a number of books have been presented by the Members of the Community. At present among others there are 440 English Books 22 Persian 3 Arabic 883 Gujrati 17 Urdu 14 Sindhi Arabic and 94 Sindhi Scriptures. The business of the Library is carried on by the Managing Committee elected every year. It consists of the following—*Chairman*—Mr Ghulam Hussain Varoo *Honorary Secretary*—Mr Karimbhoy Karim Juthani Mr Subzali Ramzan Mr Abdullabhoi Valimohomed B A Mr Mukhi Sujimbhoy Damji Mr Kamalida Merli Alharakhia Mr Ghulam Hussainbhoy Khalfan Mr Fida Valimohomed Mr Valibhoy Shujee Mr Mahomedbhoy Hashim Chandooani, Mr Mahomedbhoy Mukhi Rahimtoola Mr Ghulam Hyder A Bandali, Mr Mukhi Hussainali Lalji Mr Jafferbhoy Noormahomed

A First Class Member has privilege of taking one book at a time to his house whereas a second class member has to read it in the Library premises. The subscriptions are annas six and four. Two English dailies and two Gujrati dailies are subscribed for. In addition to this 8 weekly and 13 monthly papers are also subscribed for by this Institution. The Debating Society started in 1920 organises lectures and debates under the auspices of the library.

Khalsa Free Reading Room and Library—The Khalsa Free Reading Room and Library is situated opposite the Khalsa A V Middle School on Buntar Road near the Parsi Theatre. It is being run by Young Men's Sikh Association in a rented building. Almost all the Indian papers in English Urdu Gurmukhi Sindhi Gujrati and Hindi are subscribed for. The number of books in English Sindhi Urdu and Punjabi exceeds one thousand and a majority of them deal with Sikh religion and history.

Membership of the Library is open to all on payment of As 8 per month. The Sub Committee of Y M S A that manages it includes Sardar Tara Singh F A Sardar Muliwa Singh Sardar Mehar Singh, Sardar Ratan Singh and Mr Ramdal.

HOSPITALS

Karachi Civil Hospital and Nursing Association—Committee—
Chairman—W W Smart ICS *Members*—Mr Jamshed N R Mehta
 (President Karachi Municipality) Mr J B S Thubron CIE (Chairman
 Karachi Port Trust) Mr T Clayton MLC Mrs Smart Mrs K Thubron
 Sir Jehangir H Kothari Lt OBE Mr F E R Cumming Mr C S
 Wentworth Stanley Khan Bahadur S G Haji Mr Bundali Kassim Seth
 Shivrattan G Mohatta Seth Gidumal Fatehchand Lt Col L P Stephen
 IMS *Hon Secretary*—Mr G Birch

Staff—Miss W S Walters MBE Lady Superintendent Civil Hos-
 pital Miss E M Hay Assistant Lady Superintendent Civil Hospital
Ward Sisters—Sister August Sister Sharpe Sister Gani Sister Mes-son
 Sister Ben and Sister Culverhouse

Judging by the numbers who come to this hospital the institution is
 much appreciated by the public Every day there are on an average 150
 Indian out patients whilst there are more applications for treatment
 within the Hospital than there are beds for the sufferers The Civil
 Surgeon Col L P Stephen personally attends daily to about 20 European
 and about 200 Indian free patients

**Lady Dufferin Hospital and Louise Lawrence Institute—Office Bear-
 ers—Managing Committee Ex Officio—Chairman**—The Collector of Kara-
 chi (W W Smart Esq ICS) The President of the Karachi Municipality
 (Jamshed N R Mehta Esq) Elected by the Karachi Municipality
 Rai Sahib Shewaram Dwanmal A H Mama Esq Successor to the late
 Eduljee Dinshaw CIE (H N E Dinshaw Esq) The Civil Surgeon
 (Lt Col L P Stephen MB FRCS IMS) Honorary Secretary
 C S Wentworth Stanley Esq Honorary Treasurer E Cary Esq

Elected by the Governors—Mrs W W Smart Mrs H M Vajifdar
 Mrs Wentworth Stanley Khan Bahadur Nusserwanji R Mehta C A
 Kincaid Esq CVO ICS Dr E D Shroff AIN LRCP & SE DPH
 (London) Measham Lea Esq OBE MInstCE

Consultative Member—Physician in Charge (Dr C Hart WMSI)
General Staff—Miss Constance Hart MRCS (Eng) LRCP (Lond)
 WMSI Physician in Charge Senior House Surgeon (to be appointed)
 Miss Baptista MBBS (Bombay) Junior House Surgeon Jatan Lal
 Compounder Mr Sitaldas J Makhijani Clerk

Nursing Staff—Miss Dawson Lady Superintendent Miss
 Ballard Sister Miss Virginia Smith Sister Miss Symons Sister M
 Anushya Golab Staff Nurse Miss Naanu Bhengraj Staff Nurse

During last year some 1,200 in-patients and 13,000 out-patients were treated at this Hospital which is much appreciated by the townsfolk. Not only the poor classes, but also the middle, and well to-do classes take advantage of the expert knowledge, practical help, and excellent nursing which the Hospital affords. The cost of up-keep is about Rs 80,000 a year largely made up of public and private contributions.

Goverdhandas Motilal Mohatta Eye Hospital.—*Committee Chairman* Mr W W Smart I.C.S. *Members*—Mr Ghulamali G Chingla Mr J B S Thubron C.I.L. (Chairman Karachi Port Trust) Lt Col L P Stephen, I.M.S. (Civil Surgeon Karachi) Mr F E Cumming, (City Deputy Collector) Rao Bahadur Seth Goverdhandas Motilal Mohatta, (Life Member and during his absence from Karachi one of his sons or nephews) Rao Subh Shevaram Dewanmal Mr Lokamal Gobindbux, Mr, Teckchand Hassasing Vidaro Ahmed Khan Bhutto Mr G Birch, M.B.E. *Honorary Secretary*

Hiranand Leper Asylum.—The institution has had quite a romantic beginning. It was in the year 1891-92 when a party of 1893 friends which included a Bengali Doctor Mr B L Ray, visited Mugger Pir on a picnic party, that they were touched by the sight of helpless homeless lepers who had crept from far distance to cure themselves with the mystic powers of the hot spring waters. They raised subscriptions between themselves and provided them with food and shelter. It was not till 1893 that the definite project of the Asylum began to mature. Sedhu Hiranand died in that year and it was with a view to perpetuate his kindly character that the Asylum was founded. The building was erected in 1896. Two more wards have since been completed and are now under occupation. There are at present 34 inmates who are well fed, clothed and looked after. They are all given the benefit of the latest scientific treatment of Sir Leonard Rogers, consisting of the injections of Sodium Hydnocrylate and Sodium Methylate and though it is too early to judge of its efficacy there are hopes of good results being achieved later on. The monthly expenditure required for maintenance alone is about Rs 700. An appeal was recently issued for more funds to equip the new buildings.

Managing Committee—*Ex Officio President*—Collector of Karachi *Vice Presidents*—R S Sethi (Hiranand) and J N R Mehta, Esq. *Superintendent*—Jumund Iqbal Esq. *Extra Members*—Dr J D Shroff M.C., etc., Health Officer, Karachi Municipality, (*ex officio*) Lt Col L P Stephen I.M.S., Civil Surgeon (*ex officio*) Thakervallu Esq. Narayanas Arambji Esq. Dr Hemu Pillay and R S Sethi Esq.

Narsi Seth Hassarsingh Tehalsingh Hashmatrai T Mansukhani Esq
Hon Sec and Treasurer—M K Spencer Esq *Hon Auditor*—E N
 Kharegh t Esq B A

Gulbai Nusserwanjee Mehta Maternity Home—The new building
 was opened on December 22 1919 The Home had been in
 1907 existence for 12 years but on the above date it was establish
 ed in a new building on Garden Road opposite the Scotch
 Kirk This building was erected by funds subscribed by Khan Bahadur
 Nusserwanjee R Mehta and the Parsi community at a cost
 of Rs 90 000 The Nursing Home was built there by Mr Nadirshaw E
 Dinshaw in memory of his daughter Bachmai at a cost of Rs 23 000
 The Trustees are Messrs F E Punthakey *Chairman*, K B K H Katrak
 K B N R Mehta Messrs Ruttonjee Byramjee Eduljee Sorabji Peeroz
 shaw Dubash Jhongoir Perozshaw Dubash Cowasji T Dadacharji A H
 Mama C S Lawyer, H M Khajurina Mrs H Mama and Mrs N R
 Mehta Mr Jamshed N R Mehta is the *Honorary Secretary* The
 physician and Surgeon in charge is Dr K D Contractor F R C S and
 Matron Mrs Hanra The home has had 572 maternity cases in 12 years
 and only 5 deaths of mothers and only 9 full time children have
 occurred during that period There were 28 patients besides the
 maternity cases The Home has about Rs 50 000 in hand and is receiv
 ing donations yearly

ASSOCIATIONS AND SOCIETIES.

Anglo-Indian and Domiciled European Association—Sind *President*
 —Mr G Birch M B F *Vice President*—Mr H J Lilley *Honorary*
Secretary—Mr H Robertson *Honorary Treasurer*—Mr S H Rozare
Branch Hon Secretary Keamari—Mr G R G Shipp *Auditor*—Mr J.
 Tobin *Committee*—Mrs Beeby Mrs Kelly Mr G Birch M B F Mr H
 J Lilley Mr D Critchell Mr C Judd Mr S H Rozare Mr R Seery,
 Mr S Strup Mr J Tobin Mr W A Beeby Mr A R Hunt, Mr J A.
 Hamilton Mr H I Scott Oldfield Mr H Robertson Mr J S Capstick,
 Mr J A Kellow Mr C J Hammill Mr G R G Shipp

Arya Samaj Karachi (Kutchery Road near Lambert Market,
 Gharrickhira)—*Managing Committee*—Shriman Mahashai Ruplalji *Presi*
dent, Shriman Mahashai Tannul *Vice President* Shriman Mahashai
 Keshow Parshad Arya *Secretary*, Shriman Mahashai Malawaram *Joint*
Secretary, Shriman Mahashai Wadhmal P mondas *Treasurer*,
 Shriman Mahashai Gurchandani *Librarian* *Members*—Shriman
 Mahashai Lachmandas Kishorlal Maup Gubrajmal, Dayalji,
 Bhagatram Rishi Wadhmal Lalaram Mohanji and Vinayram

The "Sir" Partab Putri Patshala in Garikhata and Dayanand Gujarati School in Ranchore lines are managed and maintained by the Karachi Arya Samaj Diwan Teunmal J Hingorani is the manager of both the Schools

Bahai Assembly.—The Bahai Movement stands for —(1) Unity of Religions (2) Universal Language Esperanto is recommended (3) Abolition of warfare by means of a universal court of arbitration (4) Equality of men and women (5) Compulsory education of both boys and girls (6) Abstinence from political activities Karachi has a local Bahai Assembly at 1059, Elphinstone Street, Camp. Regular meetings are held on Sundays at 6 p m, and all people are cordially invited to attend The 3rd All-India Bahai Convention will be held in December 1922, at Karachi The Bahai Convention has 5,000 registered members But there are in India over 20,000 Bahais and many admirers and students of the movement A monthly paper is published at Karachi entitled "Bahai News" annual subscription of which is Rs 5 only The President of the Karachi Bahai Assembly is Mr M. R Shirazi, *Hon Secretary*—Ispandiar Bakhtiar

Baden Powell Boy Scouts' Association has been working for several years in Karachi and Sind With it has recently been incorporated the Boy Scouts' Association for India and Sind now forms a division of the Bombay Presidency Boy Scouts' Association the Chief Scout of which is His Excellency the Governor of Bombay The Sind Association as at present constituted has as Officers —

Sir Montagu de P Webb Kt C I E, C B E, M L A (Divisional Assistant Commissioner)

Mr G Birch, M B E, (District Commissioner)

Mr E S Pollard (Distt Scoutmaster)

Mr S Tindall (Scoutmaster)

Mr D T Thadani (Scoutmaster)

Mr T H Ingle-Scott (Cub master)

Mr W Hurfley (Assistant Cub Master)

Mr Kureshi (Assistant Scout master)

and several other workers Mr Thadani was sent to England last year where he underwent a training for a 6 weeks course at the Gillwell Park, Scoutmasters' Training Camp

The Committee consists of the following office-bearers —*Patron*—J L Rieu, C S I, I C S Commissioner-in-Sind *President*—Sir Montagu Webb, Kt, C I E C B E, M L A *Chairman*—Mr H C Macnee *Committee*—Mr Jamshed N R Mehta *Treasurer*, Mr Young *Librarian*, Mr Hurfley,

Mr Ingle Scott Mr Thadani Mr Fisher Mr Wilks Mr Hanneck all Scoutmasters Mr G Birch M B E *Honorary Secretary* 2 Bath Island Road

Troops consist of the 2nd Karachi (Lord Willingdon's Own) troop the 3rd Karachi (Darius) Troop (attached to the Parsi Virbaiji School) the 1st Karachi Wolf Cub Pack and the 2nd Karachi Wolf Cub Pack. A troop is now in the process of formation at the Mission School and several other troops which formerly existed are being revived.

Sind has contributed largely to the funds of the Bombay Presidency Association.

Six masters from schools in Karachi have been sent for training at the Lonalva Scoutmaster's Training Camp. It is hoped to start a training school at a convenient centre in Sind shortly.

The 1st Karachi Wolf Cub Pack as such was registered in August 1921, a considerable amount of previous work had however been done which made possible such a good start. The Pack to-day consists of 36 boys in 6 sixes, Cubmaster T H Ingle Scott and Asst. Cub Master W Harfley. The boys come from four different Schools and represent the Hindoo Jewish and domiciled European communities. The Karachi Grammar School is their present Head Quarters but they may be seen in many parts of the town tracking stalking swimming and howling and generally behaving as Wolf Cubs should. Any English speaking boys between the ages of 7 and 12 are eligible to join.

British Empire League—The Karachi Branch of the British Empire League was founded in March 1906 by Sir M de P Webb Kt CIE CBE MLA. The main object of the League was to secure the permanent unity of the British Empire. Frequent public meetings were held to discuss matters of public interest but with the outbreak of the Great War in 1914 the work of the League received the greatest stimulus by the action of Germany in attacking its neighbours and local activities were confined to the annual observations of Empire Day (24th May). Sir M de P Webb is still President and the Hon. Secretary is Mr T S Downie, O B E.

C E Z. M S—Missionaries in Home Connection. Miss Brenton Carey 1885 General Work. Miss Roberts 1904 Gujarati work. Miss Davidson 1909 Educational Work, Training College. Widows' Class etc. Miss Corke Educational Work.

Missionaries engaged abroad. Miss Ghose Visiting and in charge of Hostel and Sindhi schools. Miss Zee Bose Visiting and in charge of Gujarati Schools etc. Children's Home and Hostel Teachers Training College and Widows' Industrial Class. The Society manages 8 Primary Schools and 2 English Classes A V.

Church Missionary Society—In 1850 Col Preedy the first Collector of Karachi Col Hughes and other British officers invited the Church Mission to open work in Karachi Among the earliest and best known missionaries connected with it are the Revs J Sheldon G Shirt J Bambridge and W J Abigail More recent men have been the Revs A E Ball the Bros Redman D S Harper and P Ireland Jones The progress of the school work of the Mission has been sketched under Educational Institutions The church was built in the year 1866 and the tower was added in 1874 The tower is not yet fully completed but a wooden belfry has been placed upon it as a temporary measure The church seats some 200 The present number of the congregation is 350

In common with the rest of the world the Mission has lately been suffering financially from the effects of the war and has been obliged to sell portions of its property all over the world to liquidate the heavy deficiency it fell into in the year 1919 As three sections of Karachi land were included in these sales some account of this matter may be interesting to Karachi readers

The first plot sold was a large plot of unused land behind the Mission School This was a property bought by the Mission from Col (then Major) Preedy as long as 1854 for the sum of Rs 3000 The second plot sold was one on Mission road opposite the Church This plot was obtained by exchange of a plot of the same size (about 4480 sq yards) from the Karachi Municipality in the year 1884 And the third sale was the plot adjoining the above on the corner of Mission and Lawrence Roads which had been purchased from Mr Bhikar Narayan in the year 1886 for Rs 2250 It will be seen from this that the Mission has only sold lands acquired by purchase or exchange and not as it might otherwise be thought of lands given to the Society for the benefit of Karachi Rev F C Long M A Principal and Monary in Charge Rev D Baldev Assistant Pastor Mr Sahiban Solomon Catechist Mr Jiwandamal Colporteur

European Association, (Sind Branch)—*President*—Mr E L Price *OBE Vice President*—Mr J Humphrey *Members*—Sir Montagu Webb Kt CIE CBE M LA Messrs H G Houghton J Jacob E J McNulty W J Parker G A Westcott *Hon Secretary and Treasurer*—Major Alan Duguid

Sir Montagu Webb one of the Representatives of the European Community of the Bombay Presidency (excluding Aden) on the Legislative Assembly represents this Branch on the Assembly

Goan Union (Karachi Branch)—This is a branch of the parent institution which was founded in Bombay on 1st January 1903 in conformity with one of the Resolutions of the First Goan Congress held

in that city, in connection with the festivities by Goans in honour of the coronation of His Majesty King Edward VII. It is the only representative institution of the Goan community in the British Empire having Branches in every important Goan centre and recognised by British and Portuguese Governments and by His Holiness the Pope. All party or sectarian questions are rigidly excluded from the Union. The objects of the Union are —To serve as a strong bond of union among the Goans abroad all over the world and to promote their moral social intellectual and material advancement.

The Executive Committee of the Branch consists of —Dr J T Alfonso *President* Mr Mac rio C Castellino *Vice President* Mr J F. bian Fernandes *Honorary Secretary* Mr S P Pereira *Honorary Treasurer* *Members* —Dr M Carasco Mr A F N Figueiredo Mr C t o D Souza Mr E R Lesseps Reys Mr Tertulhan D Souza Mr D N Pereira Mr A Pinto Mr J B D Mello Mr J C De Silva Mr J C D Souza Mr D L Rego Mr P F Fernandes Mr M Misquit Mr M R D S. Mr J C Dias

Girl Guides Association in India (Sind Division) The Karachi Girl Guides have progressed satisfactorily during the year under review. It has advanced from Three Companies and three flocks of Bluebirds attached —to six companies and four flocks of Bluebirds as follows.

1ST KARACHI COMPANY (Senior Guides) a disbanded Coy. revived—Captain Mrs Dalrymple Lieut Miss Steiner

2ND KARACHI COMPANY (Y W C A)—Captains Mr O'Brien Mrs Newman Mrs Pinnell for varying periods Lieuts Mr D Argent Miss F Brooks

2ND KARACHI COMPANY Bluebirds Brown Owl Mrs Griener

3RD KARACHI COMPANY (C.I.F. Mission) Captains Mr Brooks (now Mrs Gates) Mrs Taylor

3RD KARACHI COMPANY Bluebirds Act 1 Brown Owl Miss F Brooks Mrs Taylor

4TH KARACHI COMPANY (Mumtaz School) Captain Mr Watson Mrs Harrison Mrs Hawkes Lieuts Miss Pilla Maria Miss Katta Aga

4TH KARACHI COMPANY Bluebirds Act 1 Brown Owl Miss Pilla Maria

5TH KARACHI COMPANY (Convent School) Captain Mrs Curran Lieut Sister Stimulus

5TH KARACHI COMPANY Bluebirds Brown Owl Miss Curran

6TH KARACHI COMPANY (new) Captain Mrs Latimer

(Those in italic type are at present holding office)

The total number of Guides, Guides and Bluebirds at present is 218 which is nearly double the number there were last year.

Funds have been collected and raised by means of entertainment locally no financial assistance being received from elsewhere

During the year Sind has been made a Division under the Province of Bombay with one District Karachi. It is hoped that other districts may be raised in other parts of Sind

The Administrative Officers during the year were the following —
 Division Commissioner Mrs J B S Thubron MBE
 District Commissioners Mrs Thubron and Mrs F H Greig
 Division Secretary Mrs Rubie
 District Secretary Mrs T Scott
 Treasurer Miss K. Cosser Smith

The Members of the Local Association during the year were —
 Lady Braithwaite* Miss Boardman Miss Brenton Carey Mrs Foster*,
 Mrs Houghton Mrs Harris Mrs Phillips* Mrs Richardson Mrs
 Wheeler Mrs Nelson* (* Since resigned)

There is now a Division Headquarters Office at Dulwich House where equipment is stocked and administrative officers meet

Activities—Each Company holds a weekly rally when Guide activities are practiced. Occasional lectures and signalling instruction classes are attended.

On Empire Day 1921 a Rally was held at Mrs Kent's bungalow to salute the Flag which is the custom amongst Girl Guides throughout the Empire. Mrs Kent the then Provincial Commissioner said 'goodbye

A Cup presented by Mrs Martin is competed for every year by athletic games and guide activities and was won by the 4th Karachi Coy in 1921

Marks are given at monthly inspections of each Company by the Division and District Commissioners for the Challenge Shield presented by Mrs England. This was also won by the 4th Coy in 1921

In September a big Rally was held in Government House grounds to which the general public were admitted when a most successful display took place each Company providing an item on the programme and combining in a most realistic camp scene at the end. At this Rally Lady Braithwaite presented the Challenge Shield Martin Cup Patrol Cups and many proficiency badges

On March 17th 1922 the Karachi Girl Guides were present at the unveiling of the Baluch Memorial by H R H the Prince of Wales and in the afternoon provided in conjunction with the Boy Scouts a Guard of Honour to H R H at the Children's Fete and Garden Party given in his honour by the Jagirdars and Zemindars of Sind. All Guides Guides and Bluebirds were present lining the path to the Children's Fete. H R H inspected the Guard of Honour. At this rally the Guides earned for the first time the Banner presented to the Karachi Girl Guides by H E Lady Lloyd (See also Section C Chapter I)

Howard Institute—Owing to the marked improvement in Regimental Institutes in Karachi the Howard Institute is temporarily closed down and there is no longer demand for this institution

Ida Rieu Poor Welfare Association—An informal meeting of several prominent residents of Karachi was held at Sir Montagu Webb's Office in Caxton Buildings on the 13th June 1921 to consider the carrying out of some philanthropic project to perpetuate the memory of that noble lady—the late Mrs Rieu. A small committee was appointed to draw up a suitable scheme. After discussion it was resolved to initiate a Home for the poor and a School for the aged blind deaf dumb infirm crippled and other defectives. A Public meeting was called for on the 29th July 1921 at the Y M C A Hall Karachi. Mr Ghulam Ali Chagla presided and it was resolved that the Ida Rieu Poor Welfare Association be formed.

The Karachi Municipality has given (free) a plot of 13,000 sq. yards near the old Robourite Factory off the New Jail Road. The foundation stone of the Association Buildings on the said plot was laid on March 18, 1922 by H. H. Mir Alimvaz Khan Talpur Mir of Khairpur. It was given out on the occasion that the Braille System—partially adopted with regard to the teaching of Sindhi by Prof. P. M. Adnan for teaching the blind will be utilized. The total donation up to now is nearly 120,000 (one lakh twenty thousand rupees) of which Rs. 10,000 and Rs. 25,000 are due to the kind generosity of H. H. the Mir of Khairpur and K. B. Jan Mitho Khan of Nawabshah and Rs. 5,000 Mr. & Miss J. L. Rieu.

The present office bearers are—*Trustees*—The Commissioner in Sind The President Karachi Municipality The President Ida Rieu Poor Welfare Association. *President*—Mr. Ghulam Ali Chagla. *Chairman*—Mr. Harchandrai Vishandas Chetmal. *Treasurer*—Mr. G. Birch M.B.E. *Hon. Secretaries*—Mr. J. H. Nigral Purbiwalla and Mr. T. G. Elphinstone.

Indian Red Cross Society—A Branch of this Society was formed at the Government House on the 19th September 1921. The object of the Society is the preservation of the Our Day Fund and its application for ameliorating the conditions of Hospitals and relief of the sick and suffering. *President*—Commissioner in Sind. *Vice President*—Army Commander. *Executive Committee*—J. B. S. Thubron C.I.E. *Chairman*—Sir Jehangir Kothari Kt. O.B.E. *Hon. Treasurer*—R. H. Martin. *Hon. Sec. Members*—Lady Brathwaite Capt. I. N. Lortch R.N. Mr. F. Clayton M.L.C. The Civil Surgeon The A.D.M.S. Sind Rajputana District. Mr. Ayub Kahn R.S. Shewaram Dewannal Mr. Jamshed Ali Melita Dr. G. Pires.

Karachi Bar Association—*President*—Mr. T. G. Elphinstone. *Members*—Nominated by the Judicial Commissioner of Sind—Mr. Harchandrai

Vishindas CIE MLA Elected by the Association—Mr Rupchand Baram Mr Kalumal Pahlumal Mr Tahuram Muniram Mr Dipchand Chandumal Mr Motiram Idanmal *Honorary Secretary*—Mr Harchandra Vishindas CIE MLA *Joint Hon Secretary*—Mr Khanchand Gopaldas

KARACHI' CHAMBER OF COMMERCE (*Vide* p g's A 22 to A 24)

Karachi Chamber of Commerce—Although the battle of Meanee was fought on February 17 1843 it does not appear that European firms were quick to realise the opportunities which Karachi offered for the development of trade. It needed the assurance that a railway would connect the port with Lahore Amritsar and Delhi. In December 1885 an agreement was made between the East India Company's Government and the Sind Railway Company for the construction of a line from Karachi to Kotri. The concession for the line had been granted to Mr (afterwards Sir) W P Andrew who about the same time also obtained concessions and formed companies for a steam flotilla on the Indus between Kotri and Multan and a railway from Multan through Lahore to Amritsar. The first sod of the Karachi Kotri Railway was turned by Sir Bartle Frere on April 29 1888. This seems to have been the signal the Bombay European merchants were waiting for and in 1863 it is on record that several of them opened branches in Karachi. The same year saw the birth of the Chamber of Commerce with seven members. But recruits came fast and at the end of the year the number had increased to thirteen. The railway line was opened for traffic by Mr I D Inverarity on May 13 of the following year. At the end of 1911 there were forty nine members of the Chamber of Commerce but of these only one firm Messrs Volkart Bros—was an original member. At present the membership is sixty four. The Chamber has done much for Karachi watching its interest with a jealous eye and always foremost in urging the claims of the port and in demanding the redress of grievances. The value of its work has been very generally recognised and in 1908 the Chamber was given the right of electing a representative to the Bombay Legislative Council and so far has always selected its chairman. For some years previous to 1903 the Governor of Bombay nominated the chairman to a seat in the Council and under the new Reforms Scheme the Chamber still elects a member to the Bombay Legislative Council. The Chamber has long ago outgrown the modest building in which it commenced its labours sixty years ago and a new block of buildings appropriate to the needs of the day is now under consideration. The following is the present personnel of the Chamber (1st April 1922) —

MANAGING COMMITTEE—*Chairman*—Mr I Clayton MLC *Vice Chairman*—Mr S Mehta *Members*—Messrs A M Clarke U Demetriadi Geo Gordon H G Foulton D J McGillivray K N Nrolls ORE

Members—Alliance Bank of Simla Ltd Anderson & Co Anglo Siam Corporation Ltd, The Bombay Company Ltd The Bombay Steam Navigation Co Ltd Brigstocke Jeewanjee & Co The Chartered Bank of India Australia and China Ltd Clements Robson & Co Collins J Cooper & Co T Co ser & Co Couper & Young Cowasjee & Sons Cox & Co Cox's Shipping Agency Ltd W Crowder & Co Ltd The Daily Gazette Press Ltd David Sassoon & Co Ltd Donald Graham & Co East India Tramways Company Ltd Eduljee Dinshaw Ellinger Mohatta & Co A F Ferguson & Co Fleming Shaw & Co Forbes Forbes Campbell & Co Ltd, Gill & Co Gillanders Arbuthnot & Co G P Gunnis & Co Greaves Cotton & Co B R Herman & Mohatta Ltd Imperial Bank of India Imperial Tobacco Co of India Ltd India Flour Mills Ltd James Finlay & Co Ltd Jodhpur Bikaner Railway Kahn & Kahn Karachi Municipality Karachi Port Trust Kerr Tarruck & Co Louis Dreyfus & Co Lyon Ford & Co Ltd Macdonald & Co Mackinnon Mackenzie & Co Mercantile Bank of India Ltd Mitsui Bussan Kaisha Ltd National Bank of India Ltd North Western Railway Punjab National Bank Ltd Ralli Brothers Samuel Fitz & Co Ltd Sanday Patrick & Co F D Sassoon & Co Ltd Shaw Wallace & Co Shimwell Brothers Sind Flour Mill Co Ltd Southern Punjab Railway Standard Oil Co of New York Steamers Ltd Strauss & Co Ltd Sulzer Bruderer & Co Toyo Menka Kaisha Volkart Brothers William Jacks & Co Yusufali Alibhai Harimjee & Co

Representative on the Bombay Legislative Council Mr I Clayton

Representatives of the Chamber on the Port Trust—Mr C C Deme-tradi Messrs Ralli Bros Mr D J MacGillivray Messrs Mackinnon Mackenzie & Co Mr H G Houghton Messrs Donald Graham & Co

Representatives on the Karachi Municipality—Mr S Moore E D Sassoon & Co and one seat vacant

Secretary to the Chamber—Major Alan Duguid M.C. (late R.A.F.)
Chamber's Public Measure—Captain H. A. Carr

Karachi Employers Association include the leading employers of labour in Karachi except the N.W. Railway the Karachi Port Trust and the Karachi Municipality and one or two firms. Address c/o the Karachi Chamber of Commerce

Karachi Girl Guides—See Girl Guide Association

Karachi Health Association came to birth in 1918 owing to the efforts of Mr H. N. Crouch. *See* page B 19

The present officers of the Association are—**Governing Council**—
Maham Iqbal Chaudhry Dr. Ismail Dr. Mess Solomon Dr.

Fleming Shaw & Co (Union Marine Insurance Co Ltd) Messrs Nandaram Uttamchand & Sons (Universal Fire and General Insurance Co Ltd) Messrs D P Ghandy & Co (Western Australian Insurance Co Ltd) Messrs Lyon Lord & Co (World Marine and General Insurance Co Ltd)

Karachi Panjrapole—*President*—Seth Gidoomal Lekhray *Secretary and Treasurer*—Seth Goverdhandas Morari *Members*—Rai Sahib Seth Chelaram Dulloomal Seth Sobraj Chetoomal Ranchordas Prithaldas Shivrattan Goverdhandas Mohatta Lalji Lakhmidas Valabhdas Umershi Pragji Kaji Jamshed Nusserwanji Mehta Biharamal Jagamal Mahadevram Hardevdas Nanoomal Banarsidas Maganmal Wadhoomal Haribai Udowji Ramji Puthabhoy Hardasmal Chandoomal Chaimrai Virbhindas Metharam Manager of Goolmahomed Bhurgari & Co Aldis Sawaldas Rijhoomal Shivandas Kishinchand Bootomal Amarchand Ratanshi Assanmal Tikamdas Goverdhandas Vishandas Ratinchand Hassomal Chellaram Haji Thawar Thania and Hiralal Shivnarayan

Karachi Parsi Anjuman Trust Fund—*Trustees*—Mr Gramroze F Punthakey *President* Mr Jamsetji S Sopariwalla K B N R Mehta K B K H Katrak Mr A H Mama *Secretary*—Mr F K Limbuwalla *Treasurer*—Mr J S Sethna

The trustees manage mostly Parsi Epidemic Relief Fund Parsi Chawls behind Small Causes Court Tower of Silence Sidiqah e Ruhvin Nasesdar Fund, Dastoor Fund and other properties

Karachi Parsi Chawls—There was formerly a large plot of unoccupied land behind the Old Small Causes Court which the Parsis were wont to use as Panchayat wadi. In 1895 Mr Gramroze F Punthakey converted it into the Parsi Plague Hospital and it was used as such for about 3 years. Afterwards Mr F F Punthakey suggested Khan Bahadur K H Katrak to build a chawl in memory of his late wife. The suggestion was taken up and in 1911 the first Parsi Chawl was built at a cost of Rs. 28 000 and called Bai Khurshedbai Katrak Home its opening ceremony having been performed by Mr Younghusband the then Commissioner in Sind on May 19 1911. After deducting certain expenses the remaining rent proceeds were to be given to the Parsi Virbaiji School. Besides this the following chawls now stand on the plot—Bai Gulbai N Mehta Home Isparindar Dinshav Home Bai Anubai B Dubash Home Gramji Gdulji Home Bai Soonalwari Mehta Home Khordalsal Home Goriwalla Home Ida Rieu Home Homji Mama Home Homji Lodiwala Home

Karachi Sundries Merchants Association Marriot Road, Telephone No 687 Telegrams Sundries Office Hours 10 30 a.m. to 5 30 p.m.
This Association has been started (a) to encourage friendly feeling and

unanimity among the merchants of Karachi on all subjects involving their common good and to safeguard the interests of the Sundries Trade (b) to protect and promote the rights and privileges of merchants and to represent to the Government and public bodies their grievances for obtaining removal. This association is supported entirely by the members it neither buys sells nor accepts commission.

Office Bearers—*President*—Mr Haji Abdul Ghami *Vice President*—Mr Khimjibhai *Honorary Secretary*—Lala Jagannath *Hon Treasurer*—Mr Metharam *Hon Auditor*—Mr Chaganlal

Committee—Mr Hajee Abdul Ghami of Messrs Buksh Ellahue & Co Mr Khimjibhai of Messrs Morarji Amarsee Mi Molamedali of Messrs Ebrahimji Esmailjee Lotia Mr Metharam of Messrs Assudmal Harbhagwandas Mr Abdul Hussain of Messrs Noorbhoy F mailji Lotia Mr Jagannath of Messrs Shankerdas & Co Seth Rijharam of Messrs Bellaram Mohandas Seth Suraj ud din of Messrs Hajee Mahbub Buksh Mohamad Ibrahim and Mr Chhaganlal of Messrs M M Parekh

Karachi War Memorial Fund—This Fund is made up of the balances of three Karachi Funds namely—

The War Relief Fund about	Rs 71 000
The Army Welcome Fund about	1 69 000
Our Day Fund about	1 38 000
Total about	Rs 3 78 000

which the Committees administering these several funds resolved to hand over to Trustees to be dealt with by a new Committee. The document setting forth the terms under which the Karachi War Memorial Fund is managed runs as follows—

This Indenture made this 22nd September 1920 between

The Hon ble Mr Patrick Robert Cadell CSI CIE ICS
Lieut Col Guy Hamilton Boileau CB CMG DSO RE
Sir Montagu de Pomeroy Webb Kt CIE CBE MLC
Mr Harchandrai Vishandas Bhargava CIE MLC Mr James
Rea Martin ICS Col Harold Ben Fawcus CMC DSO Sir
Jehangir Hormusji Kothari OBE Dr Fitch Dinshaw Shroff
D PH (London)

hereinafter referred to as the first party of the one part and

The Hon ble Mr Patrick Robert Cadell CSI CIE ICS
Commissioner in Sind Lieut Col Guy Hamilton Boileau CB
CMC DSO RE Officer Commanding Karachi Brigade
Sir Jehangir Hormusji Kothari OBE Sir Montagu de Pomeroy
Webb CIE CBE MLC hereinafter referred to as the Trustees

which term shall include the Trustees for the time being appointed under or acting in pursuance of the Trust Deed of the other part

Whereas the first party or some of them have opened Funds called—

The Sind Branch of the Bombay Presidency War Relief Fund

The Karachi Army Welcome Fund and

The Sind Our Day Fund

for the benefit of soldiers and sailors of the Army and Navy and their dependants during the continuance of the war, and have collected from themselves and others for the purposes of such funds diverse amounts which were utilized for the purposes for which they were collected and from which there are at present certain balances which are not required for the purposes of the said funds and

Whereas it was resolved at meetings of the authorities administering the said Funds at Government House Karachi on the 16th day of June 1920 and on the 14th day of September 1920 that the balances of the said funds be handed over to the Trustees for the purpose of founding a charitable fund to be called the Karachi War Memorial Fund and that the parties of the first part to execute a deed to that effect in favour of the Trustees on the terms hereinafter contained

Now this Indenture witnesseth that in consideration of the premises it is hereby agreed and declared as follows —

1 The present Trustees and their successors in office shall hold the sum of Rupees three lakhs and forty eight thousand more or less which has been transferred to them by the first party and all sums of money hereafter given or bequeathed for the purposes of the Karachi War Memorial Fund and all investments at any time representing the same or any part thereof all of which are hereinafter included in the expression the Trust Fund and all income arising therefrom upon trust to pay and apply the same in accordance with the objects of the Trust Fund

2 The Commissioner in Sind and the Officer Commanding Karachi Brigade for the time being shall be ex officio Trustees of the Trust Fund

Sir Jehangir Hormusji Kothari C B E Sir Montagu Webb Kt C I E, C B E M L A shall be two additional Trustees of the said Fund but in the event of either or both of the additional Trustees retiring or being incapacitated from acting as such the remaining Trustees for the time being shall nominate other Trustee or Trustees There shall at all times be four Trustees of the Trust Fund who shall be responsible for the proper carrying out of the purposes of the Fund and the due administration of the properties of the said Fund

3 The objects for which the said Fund has been established and for which the same shall be used are—

Firstly—To acquire sites and construct and equip buildings thereon to be used as hostels and institutes for the use of British and Indian soldiers and sailors and their dependants

Secondly—To maintain such hostels and institutes

Thirdly—To expend if occasion arises to do so sums on the entertainment of troops returning to Karachi from theatres of war and for the relief of cases of distress arising out of the war to the extent of an amount of Rs 18,000 (eighteen thousand only) for such entertainment of troops and of Rs 30,000 (thirty thousand only) for the relief of the cases of distress above referred to

4 The Trustees shall appoint annually a Committee which will administer the fund and manage the institutions under the control of the Trustees. The Trustees shall also have the power of filling casual vacancies in the Committee occurring during the year

In witness whereof the parties aforesaid have set their hands this twenty second day of September 1920

Khoja (Joint) Ismailia Volunteers Association—In the year 1912 when H H Sir Aga Khan GCSI LL D etc first visited Karachi the young men of the Khoja Ismailia Community the followers of H H Sir Agha Khan, who were called Panjebhoys of Sunday and Tuesday nights volunteered to perform certain services for their community at the time of marriages and other ceremonies and to perform personal services towards the Ismailia Hazer Imam H H Sir Agha Khan when visiting Karachi, or other places where their services were required

The aims and objects of forming the Association were to check irregularities promote the physical moral and intellectual development of the youngsters foster the spirit of practical benevolence social service and universal brotherhood to educate the masses to endeavour to suppress the evils of intemperance and gambling and to help poor co religionists in financial matters etc at the time of sickness or famine or any other emergency

As the population of Khoja Ismailias in Karachi is about 5000 residing in different quarters six Associations were formed as under to avoid confusion and to hear the voice of the poorer class in their respective quarters

- (1) The Young Khoja Ismailia Volunteers Association
- (2) The Khoja Ismailia Bhagicha Volunteers Mandli
- (3) The Young Khoja Ismailia Kathiawan Mitta Mandli
- (4) The Young Khoja Ismailia Cutchi Volunteers Mandli
- (5) The Young Khoja Ismailia Garden Quarter Kharidar Mandli
- (6) The Khoja Ismailia Laesi Volunteers Association

Each Association gives services in its own quarter in connection with marriages and other ceremonies of their own countrymen

In April 1920 when H H Sir Agha Khan again visited Karachi, thousands of the Ismailia Khojas from Bombay, Calcutta Sind Cutch Kathiawar, Africa Mekran Coast Punjab Lasbella and Arabia came to pay homage to their spiritual Imam at this time all the arrangements of their landing etc, were specially made by the above volunteers They also performed similar services for the spiritual head H H Sir Agha Khan, which were recognised by His Highness and in remembrance of this all the volunteers received a present from H H Sir Agha Khan of a photograph and the right of representing the Volunteers in the Khoja Ismailia Council

The above Volunteers Association consisting of about 300 members has now resolved to meet jointly every six months in the form of a conference, to report the work carried out by each of them and to consider their wants for the future A managing committee of 24 members has been appointed—*President*—Seth Allana Khalfan (of Messrs P Allana Bros) *Vice President*—Seth Piroo Poonja, *Hony Secretary*—Mr Kara Kurrin *Hony Joint Secretary*—Mr Mahomed Allarakhna *Treasurer*—Mr Husein Mukhy Hood, *Auditor*—Mr Mahomed Hashim Mukhy Chandoomani

Magian Shalome Synagogue (Lawrence Road)—This Synagogue which serves Jewish Community of about 200 families in Karachi was built by late Mr Solomon David Municipal Surveyor, in 1893 and was rebuilt in 1912 as the accommodation was found insufficient

The Shegullabai Solomon David Hall was erected in memory of Mrs Shegullabai Solomon David by her nephew Mr Abraham Reuben and dedicated to the Jewish Community of Karachi on 2nd April 1911

The Nathan Abraham Hall was erected by the Jewish Community of Karachi at a total cost of Rs 15 000 out of donations and Synagogue Fund and was named after Mr Nathan Abraham, Land Surveyor, for his highest magnificent donation of Rs 3 000 This Hall was opened by Mr Nathan Abraham on 18th August 1921

Abraham Syndicate Building 1919 was erected by the Jewish Community of Karachi by raising funds by shares of Rs 500 each It was opened by Mr Abraham Reuben Vice President of the Jewish Community on 18th May 1919 The congregation and the syndicate committee named this building after Mr Abraham Reuben for his valuable assistance in carrying out this scheme

Standing Committee of the Synagogue—Mr G Solomon Retired Sub-Engineer P W D and Hon Magistrate *Life President* Mr Abraham Reuben *1st Vice President* *Members*—Mr Moses Solomon, Khan

Saheb Dr Solomon Ezekiel I M D Captain Moses Solomon (I M S late)
 L M & S Dr S E Benjamin C B V C Mr R Samuel Mr L Solomon
 Mr B D Solomon *Hon Secretary* Mr J M Samson *Joint Secretary*
 Mr Solomon G Solomon Mr David Hai Moses Madat *Priest*

Masonic Lodges—The oldest Lodges in Karachi are Lodge Hope founded in 1842 and Union founded in 1859 The following is a complete list of the Lodges arranged in alphabetical order—

Chapter Concord—*Rank in Lodge—Principals*—Most Excellent Companion T McAndrew Z Most Excellent Companion H J Lilley H Most Excellent Companion H G Maxwell Holm S J Most Excellent Companion J W Seager *Treasurer* Companion W McNulty S K Companion T H Marsh S N and Steward Companion J F B Harvey G Soj Companion S G Reilly 1st Asst Soj Companion G I Davis 2nd Asst Soj Companion H G Blazey Janitor

Royal Arch Chapter Faith and Charity No 72 S C (Meets 3rd Friday) Rank in Chapter M E Comp Jamaji H Hakim Z M E Comp Homji R Patel H M E Comp A F Kalyaniwalla J M E Comp J W Seager S F M F Comp Mineckji C Sheklur S N M E Comp Kaikhusro N Modi *Treasurer* Ex M E Comp Behram D Minwalla 1st Soj Ex Comp Nandlal Hiranand 2nd Soj Ex Comp Burjorji P Mana 3rd Soj Ex Comp Kaikhusro D Patel *Dir of Cer* Ex Comp K D Sethna *Supdt of Works* Ex Comp D T Sethna *Steward* Ex Comp Dorabji N Patel *Janitor*

Chapter Hope No 414 S C—(Meeting 3rd Wednesday in the month) Rank in Lodge—Z S Cope H J Cubbon J E Capstick S E J W Seager S N I W Capper *Treasurer* D O Capstick 1st Soj A W Watkins 2nd Soj E J Jhirad 3rd Soj L Solomon *Janitor*, M H Patell

Lodge Truth No 2438 F C—(Meeting at Avon Building Hallman on 2nd Saturday, each month) Rank in Lodge Worshipful Master Arthur Henry Boyce Wor Bro H K Patel I I M Bro D L Shroff S W Bro K D Sethna J H Wor Bro K N Modi *Treasurer*, Wor Bro B C Dubash *Secretary* Bro J I Fisher S D Bro Nandlal H J D Wor Bro K D Patel D C Bro A N Dutt I G Bro G Brown O G Wor Bro J A Kelloo *Steward*

Lodge Harmony—No 485 S C—Founded 3rd August 1865—(Meeting 3rd Monday in month) Rank in Lodge—Wor Bro Kaikhasroo N M I I Wor Master Wor B B Rajee P Mina P G S I P Master Bro Dushaw H Daruwala *1st Master* Bro Byramji D Minwalla *Subt Master* Bro Nandlal Hiranand *Sen Warden* Bro P B Shivdasani *Jun Warden* Wor Bro Manohjee C

Shekhdar, P M, P Dist G S D *Secretary*, Bro Dhunjshaw J. Jagus, *Treasurer* Bro Dr Kawas C Mehta *Sen Deacon*, Bro Diwanchand Hakim *Jun Deacon* Wor Bro Dr M N Gheesta P M P Grand Zend Avesta Bearer *Director of Ceremonies* Bro Darabshaw I Sethna *Steward* Bro Khursedjee D Sethna *Inner Guard*, Bro Dorabjee M Patel, *Tyler*

Lodge Hope No 337 S C —(Founded in 1842) (Meeting 1st Monday in month) Rank in Lodge —*R Wor Master*, E A W Peyton, *I P*, Capt D L Jenkins *Dep Master*, A W Watkins *Sub Master* J Cubbon *S Warden* T H Marsh *J Warden* Lt D J Millin *Secy* E Capstick, *Treasurer* J C France *Chaplain* Revd J Yule Renme *S Deacon* A C Mackillop *J Deacon* R E Speechly *D of C* J W Seager *Organist* Lt J W H Legallienne *Steward* T H Marsh *I G*, G M Iaulkner *Tyler*, M H Patell

Lodge Indus 4325 E C Rank in Lodge —*Wor Master*, W Holmes, *I P Master* H R Ireland *Senior Warden* J W Kendell, *Junior Warden* J W Garford *Treasurer*—J W Seager *Secretary*—T H Marsh *Dr of Ceremonies* Dr M N Gheesta *Sen Deacon* W T Gargan *Junior Deacon* W H Kenyon *Inner Guard* H C Carr *Tyler*, A A Develin

Lodge 'Karachi, No 1273 S C—Rank in Lodge —*R W M*, Capt J F B Harvey *I P M* Capt I L Bultitude, *D M*, Maj T Scott, *S M*, Mr L Collins *S W*, Mr L Brentford *J W*, Mr F C Hiphens *Secy*, Mr J W Seager, *Treas* Mr J C France *S D*, Capt J G Frith *J D*, Mr H E Pickering *I G*, Mr D M Milne, *Tyler*, Mr M H Patel

Lodge Khan Bahadur B Rajkotwalla, No 2531, E C —(Meets 1st Saturday in month) Rank in Lodge —*W M*, Haji Mohamed Gulam Hassan Khan *I P M*, K B Minocher *S W* A N Dutt *J W*, D H Daruwala *Treas* W I Bhojwani *Secy*, M R Shirazi, *D C*, G N Mansukhani, *S D*, B H Ghadrally *J D* D H Mama *I G*, M A Wania *Asstl Secy* H J Robertson *Steward*, D F Sethna, *Tyler*, D M Patel

Lodge Meeanee Lodge of Mark Master Masons No 637, E C Founded 27th August 1912 Meets last Wednesdays in January, March, May, July, September (Election) and November (Installation) Rank in Lodge —*Wor Bro* H J Lilley, *Wor Master* *Wor Bro* T McAndrew, *Im Past Master*, *Wor Bro* Dr M N Gheesta *Past Dist Grand Deacon* *P M Dir of Cerenony*, *Wor Bro* Lt H G Maxwell Holmes *Dist Grand Sen Warden* *P M Registrar of Marks* *Wor Bro* J C France, *Dist Grand Senior Overseer* *P M Chaplain*, *Bro* T H Marsh, *Sen War den and Steward*, *Bro* W McNulty *Jun Warden* *Bro* J W Garford

Master Overseer and Steward Bro J W Kendell *Sen Overseer* Bro J F B Harvey, *Jun Overseer* Bro H W Kenyon *Sen Deacon* Bro Jal M Gheesta *Jun Deacon and Actg Secy* Bro H G Blazey *Tyler* Bro H J Berry *Actg Jun Deacon* Bro H F Collier *Actg Treasurer* Bro H Nixon *Actg Inner Guard*

Lodge Scinde—No 4284 Founded Nov 28 1921 Rank in Lodge
—Lt H G M Holmes *W M* Major Genl J J Russell *I P M*
Major W H S Burney *S H* Lt Col A H Peyton *J W*, F P
Elliott, *Treasurer* J C France *Dir of Cer* L Collins *S D*, F
Newton, *J D* Cap L J E Garcia *Steward* Rev E D R Renssion
Chaplain L A Morrison *I G* G M Faulkner *Organist*

Lodge Temperance and Benevolence 1233 SC—Rank in Lodge
Wor Master Dr M N Gheesta *I P Master* J C France *Senior Warden*
I A W Peyton *Junior Warden* H B Minocher *Treasurer* B P Mana
Secretary, J W Seager *Senior Deacon* I H Marsa *Junior Deacon* D
F Sethna *Inner Guard*, L Solomon *Tyler* M H Patel

Lodge Union 767 EC—Rank in Lodge Wor Master T H Marsh
I P Master H J Lilley *Treasurer*—J C France

McHinch Memorial Seamen's Rest was started with a view to commemorate the late Mr Alexander McHinch CIE a well known Karachi merchant and public man (*Vide p A27*)—*President* J B S Thubron, Esq CIE *Members* Mr S C Woodward The Venble Archdeacon T H Wheeler The Senior Chaplain Church of Scotland Rev A Farrel s r Rev P Ireland Jones Sir Jehangir H Kothari *Kt OBE* Sir Montagu Webb *KT CIE, CBE MLC* Mr D F Munroe Mr F G Cangley *Hon Sec*—Mr Vittorio *Hon Treasurer*

Middle Class Union—Karachi Branch—This is an organisation with Headquarters in England (General Buildings Aldwich London WC 2) whose object is to bind together all the Middle Classes for protection against excessive and dangerous demands of manual labour on the one hand and of organised capital on the other. *The New Voice* is the official organ of the Union published monthly. For further particulars apply to the *Hon Secy* care of The Daily Gazette Press Ltd

N W Railway Union (Karachi District Branch) This Branch whose Headquarters are at Lahore was founded in June 1920. It has about 7000 members contributing in all from Rs 1200 to 1500 monthly. These subscriptions are spent on organising work and in keeping up establishment. *President* Mr L Morgan *Carnage Shop Vice President* Mr Mathra Das *Loco Shop Secretary* P Kanti Parkash *Hon Treasurer* Lalla Sant Ram C & W Department and other forty members forming the District Committee

Parsi Fire Temple (Suddar Bazar—Frere Street)—This Fire Temple was built by The Late Mr Hirji Kaka and handed over to the trustees about 65 years ago. Afterwards some alterations were done and the upper Hall has been named after the late Mr Hormusji Mama, a sum of Rs. 20,000 having been given by Mr A. H. Mama to commemorate the name of his father Mr Framji Byramji also takes keen interest and does much for this Fire Temple. Trustees—K. B. Nusserwanji R. Mehta, Mr Jamsedji S. Sopariwalla, Mr Perozshaw B. Boatwalla, Mr Framji B. Edilji, Mr Dhunjibhoy P. Kotwal, *Hony Secretary*.

Parsi Patients Relief Fund—This was started by the Parsis in influenza time and the Relief Society is doing its work now for poor Parsis by supplying medicines, hospital charges and other medical help.

Committee—Mr Framroze E. Punthakey, *Chairman*, Mr Jamsedji S. Sopariwalla, Mr A. H. Mama, K. B. K. H. Katrak, K. B. N. R. Mehta, Mr Jamshed N. R. Mehta, Dr. E. D. Shroff, Mr J. F. Kotwal, Mr. H. P. Byramji, Mr Jehangir F. Punthakey, *Hony Secretary and Treasurer*.

Political Associations :—Karachi District Congress Committee, (Bunder Road) *President*—Seth Sunderdas Valabdas, *Vice President*—Dr. Ahmed, *Secretary*—Seth Naraindas Anandjee, *Joint Secretary*—Dr. Haji, *Treasurer*—Dr. Tarachand J. Lalvani.

National Home Rule League—*President*, Jamshed N. R. Mehta, *Secretary*, T. J. Thadani, *Headquarters*, Madras.

Press Union—*President*, Mr. Durgdas B. Advani, *Vice President*, Mr. R. K. Sidhwa, *Hony Secretary*, Mr. Dalmal K.

Sind Provincial Khilafat Committee (McLeod Road) *President*, Haji Abdullah Haroon, *Vice-President*, Moulvi Md. Sidiq Sahib, *Genl. Secretary*, Hakim Shamsuddin, *Secretaries*, Dr. Haji G. Kassim, Din Muhammad (Ali), *Treasurer*, Haji Abdullah Haroon.

Prem Mandali :—**Aims and Objects**—(1) To promote physical, moral and intellectual development of young Indians, (2) To foster the spirit of practical benevolence, social service and universal brotherhood, (3) To educate the masses, (4) To endeavour to suppress the evils of intemperance and gambling. It maintains a Free Reading Room for the public possesses a free library for the members and a circulating Health Library for the general public supports a free Night School for the masses and publishes a quarterly Anglo Sindhi, *Young Builder*. **Managing Committee**—*President*, Mr. P. L. Vaswani, *Vice President*, Mr. Bulchand Deomal, *General Secretary*, Mr. Dalmal Teckchand, *Jt. Secretary and Treasurer*, Mr. Tikamdas Jethmal. **Messrs** G. N. Mallik, B. A., and T. J. Bhojwani, M. A. *Jt. Editors* of the "Young Builder";

Mr. Chellaram Thakurda, *Manager* of the 'Young Builder', *Night School Secretary*, Mr M R Motwani, *Reading Room Secretary*, Mr Gulabrai Chattomal, *Debating Society Secretary*, Mr Jhamatmal K Bhavnani, *Bhajan Class Secretary* Mr Tirathdas Lokoomal *Librarian*, Mr Partabrai Vishindas Messrs Udhamram Kewalram and Tirathsing Partabsing "Young Builder" Committee—Messrs P L Vaswani, Udhamram Kewalram, T J Bhojwani, G N Malik, Dalmal Teckchand and Chellaram Thakurda

Sat Narayan Indian Piecegoods Merchants Association—The Association was founded in 1912 to protect the interests of India cotton and woollen piece goods importers. The present Managing Committee is—

President, Seth Motilal Goverdhandas *Vice President*, Seth Hassamal Chelara n *Paid Secretary* Mr Lalchand Fatehchand *Members*—Seth Naraindas Sundardas, Seth Assumal Daulatram Seth Bulchand Katara Seth Chainrai Uttamchand Seth Dwarkadas Jhamandas Seth Durga Dutt Parshotamdas, Seth Hiralal Sanlal Seth Hassasing Tahil sing, Seth Hardasmal Chandumal, Seth Mulchand Ramchand, Seth Isardas Dharamchand, Seth Kewalram Goverdhandas Seth Kishendas Jashan mal, Seth Kalachand Motiram, Seth Manghanmal Gunomal Seth Mohanlal Agarchand, Seth Nandlal Harichand Seth Ramgopal Shivrattan Seth Lalchand Bhojraj

Saving and Helping Bank Ltd.—S e War League

Shia Imami Ismailia Council—His Highness Sir Aga Sultan Mahomed Shah Aga Khan, GCSI, GCIE, LL D the spiritual Head of Khoja Ismailia Community has instituted this Council to manage the affairs of the Shia Imami Ismailia Jama'ats of Karachi in the interests of the Jama'ats in accordance with the rules made by the Council. The members of the Council are appointed by His Highness Sir Aga Khan. This supreme Council has right to hear appeals from Divisional Councils of Sind and Lasbella. *President* Alijah Bandalli Kassim *Members*, Vazir Rahim Vazir Basiri Khan Sahib Alijah Alhdina Alimahomed, Itmadi Fuddoo Piroo Mukhi Rahimtullah Lutfalli, Kamaria Huseini Mukhi Mamoo Mukhi Binalli Mukhi Mahomed Kamaria Mahomed K Sajen, Mukhi Hood Mukhi Shalloo Mukhi Huseini M Allahrakhi Kamaria Abdullah Mukhi Hushoo Dr Dattoo Mukhi Ramzan Basaria Piroo Ali bhoi Karim Allana Khalfan, Mcherrali Khumari Velji Allahrakhi Jadhavji Khumji Samji Meshji Ghulamhusein Varoo Huseinalli Lalji Ghulamhusein Valli Shaban Mohib and Sajen Damji, *Secretary*, Huseini Jaffer

(Sind) Girl Guides Association See Girl Guides Association

Sind Mahomedan Association—The Sind Mahomedan Association was founded by the late Hon'ble Khan Bahadur Hussanally Beg Effendi of Karachi about the year 1884 for the Political Social and Educational amelioration of the condition of Mahomedans of Sind. The Hon'ble Khan Bahadur was the first President and held that office until his death in 1895. During this time the Association rendered various services to the cause by its representations to Government. The Sind Encumbered Estates the extension of the Deccan Agriculturists Relief Act and several other important measures for improvement in the Revenue Administration of the Province were due directly or indirectly to the efforts of the Association. But the most signal service which the Association then rendered to the community was the establishment of the premier Institution for the Education of the Mahomedans of Sind called the Sind Madressatul Islam teaching up to the Matriculation Standard. Since the death of the founder of the Association the late Sardar Mahomed Yacub and the late Sheikh Sadikali Sherahi acted as Presidents. The last President was the Hon'ble K. B. Syed Alahandoshah who died recently. The present General Secretary of the Association is Mr. Wali Mahomed Hussanally, Retired Deputy Collector and son of the original founder.

Sind Masonic Benevolent Association—The Association was instituted by the Free masons of Sind at a formal meeting held at the Freemasons Hall Karachi on the 13th September 1873 in order to supply the long felt want of a General Masonic Benevolent Institution in Sind. At this meeting the Association was styled The Sind Masonic Association and its scope which is to afford relief to the distressed widows and orphans of Freemasons was defined. In November 1873 the Association was duly registered under Act XXI of 1860 and its operations were so actively commenced that at the end of June 1874 the accounts showed a cash balance of Rs 4 606 14 4 of which a sum of Rs 4 000 was invested in Government Promissory Notes. An important change was subsequently introduced into the scope of the Association with a view to increase its further usefulness. At a meeting of its members held on the 7th April 1883 it was unanimously resolved to extend the benefits of the Association to the education of the children of those Brethren whose limited means could not defray their expenses. With this important modification the title of the Association was changed to that of The Sind Masonic Benevolent Association and the By laws were amended accordingly. These resolutions were subsequently confirmed at a meeting of the Members held on the 5th May 1883. In 1886 some doubts as to the proper interpretation of certain sections of the By laws of the Association having arisen it was deemed advisable to recast them.

and accordingly a Committee consisting of Wor Bros Dr J Pollen, W S Forman J Grant E Leggett Framroze Edulji Punthakey and Bro T J Taylor was appointed to effect the work of revision. The new set of By laws provided for the constitution of a Committee for the management and safeguarding of the fund by a clause that the present invested fund of the Association was to remain intact.

In January 1913 a Committee consisting of Wor Bros Raymond Cooper J Humphry Pestonji B Kotwal J W Seager and Framroze E Punthakey was appointed again to revise the By laws. Wor Bros S E Anastasiadi F E Murray and K D Patel were subsequently added to the Committee. The funds of the Association are solely devoted to the relief of needy widows mothers sisters and orphan children of Freemasons to the relief of indigent Freemasons and to the education of the children of Brethren provided they have been contributing members of the Association. Children of both sexes up to the age of sixteen years ordinarily irrespective of religious denomination are eligible for the benefits of the Fund. The sum of Rs 24 500 is invested in Government Securities. Since the establishment of the Association up to December 31 1915 relief to the extent of Rs 38 027 had been afforded to forty one widows and eighty four children and admission to different schools had been gained for sixteen children at an outlay of Rs 6 932 12 0 making a total charge of Rs 44 969 12 0 up to the 31st December 1915.

The late Wor Bro Eugene Leggett was the Founder and father of the Association. The Institution helps at present about 11 widows and families of masons. The present office bearers are—*President* J W Seager Esq. *Hon Patron* Framroze E Punthakey Esq. *Trustees* B C Dubash Esq and Dr Gheesta. *Hon Secretary* Jehangir F Punthakey Esq. *Hon Treasurer* M K Shuldar Esq. *Committee Members* Mr K N Mody, Mr W Ireland, Mr A I Kalyanwalla, Mr K D Patel, Mr H J Lilley, Mr H R Patel. *Hon Auditor*, Mr B P Mana.

Sind Medical Union—Established 1910—*President* Dr Khubchand MM. *Vice President* Dr G D Advani. *Managing Committee*—Dr G Pires, Dr Miss E Nunes, Dr A B Fonseca, Dr H J Wania. *Hon Secretary and Treasurer* Dr Rewachand Gopaldas.

Society for the Prevention of Cruelty to Animals—The object for which the Society stands is to prevent the cruel treatment of animals throughout the Province. To secure this object the Society has a paid staff who go about the city and prosecute all persons guilty of cruel treatment to animals in the various courts. Besides this the Superintendent of the Society treats a number of animals as out patients for

of charge at Karachi, and the Society is trying to build water troughs for the animals and distribute literature in Vernacular inculcating kindness to animals and furnish useful information as to the treatment of the domestic animals. The affairs of the Society are managed by a committee of the following gentlemen —

President, Mr J L RIEU, C S I C S, *Vice Presidents* Mr Framroze E Punthakey, Mr Ghulam Ali G Chagla, K B N R Mehta, Mr E L Price, R S Chellaram Daloomal *Chairman*, Mr W W Smart, I C S, *Vice-Chairman* Mr T C Beaumont, *Members* Khan Bahadur K H Katrak, Khan Bahadur Dr S G Haji, Mir Ayub Khan, Bar-at-Law, Khan Saheb Alidina Almahomed, Mr Sobraj Chetumal, Mr Kimatrai Assumal, Col C Lang, Mr F E Cumming D V Lewis, I C S, Mr Bundali Kassim Mr Ramgopal Mohatta, Mr Ardeshir H Mamma (*Hon Treasurer*), Mr Jehangir F Punthakey (*Hon Secy*) *Staff* Mr K D Veerjee, I A, C B V C (Superintendent), Messrs Murtijamal Sakhavatral Advani, Abdul Rahim, Tikamdas Damanmal (Inspectors)

Social Service League—The number of members on roll is 62 as compared with 52 shown in the last report. Objects of the League are (1) to promote the education of females special attention being given to instruction in hygiene house keeping and religion. This is done by publication of pamphlets and books and by delivering lectures or staging dramas and by such other means, (2) to organise lectures on moral and other subjects of interest and appeal to the younger generation (3) to aid the needy the maimed and the aged, (4) to educate the masses (5) to work for the relief of the distressed during epidemics, famines floods, etc (6) to have a family circulating library (7) to work for the cause of temperance. *Committee*—Messrs Durgdas B Advani Isardas Parumal Nirbhadas Naraindas, Bulchand Khemchand, Dharmdas Hirchand Udharam Kewalram and Shamdas P Gidwani *Secretary*, P. L. Vaswani.

Tenants Association—This Association was formed at a Public Meeting held at the Khaliqdina Hall on the 8th September 1921. The object of the association is to tackle with the housing problem in Karachi. The members of the committee are —Messrs Jamshed N R Mehta, Haji Abdul Hameed T K Jeswani, C S Wentworth Stanley, Shri Kishendis Lulla, Naraindas Anandji, Fida Hussain Quettawalla, W I Robertson, Jehangir I Punthakey, M K Punmia Motilal Gangaram, Chaitral Virbhadas C I Cabral, Harilal Valji Nageshar, Shamdas P Gidwani *Joint Secretaries*—R K Sidhva and Dr Popatlal

Theosophical Society.—The Parent Society was formed at New York, November 17, 1875 and incorporated at Madras, April 3, 1905

The Karachi Lodge of the Theosophical Society was established in December 1896 and is a duly registered body. Its three declared objects are: First—To form a nucleus of the Universal Brotherhood of Humanity, without distinction of race, creed, sex, caste or colour. Second—To encourage the study of comparative religion, philosophy and science. Third—To investigate the unexplained laws of nature and powers latent in man. Only the first object is obligatory on all members. It has on roll about one hundred members of all castes and creeds, and it maintains a Free Reading Room and Library on its premises on the Bunder Road. Classes are held regularly on Tuesday evenings for theosophical studies. Other public bodies are often lent for use the Society's splendid Hall.

President—C E Anklesaria *Vice-President*—F B Limki *Members*—Jamshed N R Mehta Udharam Kewalram Nadarbeg K Mirza, Gobindram Malkani, Tarasing Begsing, Narayan J Divedi *Treasurer*—F M Dumri, *Secretary*—D P Kotwall

War League—The War League was founded in 1915 by Sir M de P Webb, Kt, CIE, CBE, MLA, who travelled round India in order to secure widespread support for the organisation. The chief object of the League was 'to organise and concentrate the efforts and resources of those who though unable to proceed to the battle front are nevertheless anxious to assist Government in every possible way in repelling the enemies of civilisation and in restoring the *Pax Britannica*'. The other objects of the League were 'to enlighten those who had not had opportunities of following closely (a) the causes that led up to the Great War, (b) the true facts of the world situation (c) the main incidents of the War itself, (d) its cost in human life and material sacrifices (e) its inevitable course and end and (f) the desirability of helping actively to bring about the quickest possible downfall and extermination of the enemy invaders'. The League leapt into instant popularity and received the widest support from individual members of the Government of India and Heads of Provinces and Districts down to the humblest members of the community in all walks of life. Its subscribers who were numbered in thousands came from all parts of India and the East. In the early months of its existence the League carried on a very active campaign (in which it was supported by the whole of the English press in India) to raise funds for the War, and induce the Government of India to follow the example of other parts of the Empire and raise an *Indian War Loan*. In the absence of any Indian War Loans in which the public could invest the League influenced the investment in *British War Loans* of approximately £2,000,000 of money from India before any Indian War Loan was floated. A substantial portion of this sum passed through the War League Office.

in Karachi (specially built by Mr Nadirshah Edulji Dinshaw) and the interest on some portions of these investments is still being collected in London and remitted to Karachi (by kind favour of the National Bank of India, Ltd), whence it is distributed throughout India by the War League and the Saving and Helping Bank Ltd, (see below). The first *Indian War Loan* was not raised till 1917—over two years after the outbreak of War. The War League at once advertised and stimulated interest and investment in this and subsequent Indian War Loans. The League afterwards formed "The Saving and Helping Bank, Ltd," specially to deal with all its investments on behalf of Indians and others residing in India. The Bank now carries on business in Messrs Forbes, Forbes, Campbell and Co's Office, Bunder Road, Karachi. The War League's activities were very numerous during the War, and included a War Publicity campaign involving the regular distribution throughout India of masses of War Literature, a Cinema Recruiting Film ("From Raw Recruit to V. C.") War Loan Sweepstakes War Savings Certificates, Bonus War Deposits, War Loan Poster Exhibition Lectures, Addresses, Public Meetings, etc and it published a "War League Journal" copies of which are now becoming rare. The original *Central Committee* consisted of Sir Ibrahim Rahimtoola, Kt, CIE, Khan Bahadur Mian Muhammed Shafi, Mr Ghulam Hussein Hidayatullah, Mr G M Bhurgri, Mr Harchandrai Vishindas, CIE, Sir Jehangir H Kothari, Mr E L Price, OBE, and Sir M de P. Webb, Kt CIE, CBE, FEA, with special Secretaries for "India North" (Mir Ayub Khan Jam Mir Khan) "India South" (Mr T H Fraser), "India East" (Mr R B Lenahan) "India West" (Dr L Shroff) and "India Central" (Mr A F Shute), and Mr E Cary as Assistant Secretary. The *Committee of the Karachi Branch* was Mr E L Price, OBE, *President* *Members* Colonel J H Mahon, CIE, Kh Bah K H Katrak, Dr G Pires, Mr. T H Fraser, Professor S C Shihani Sir M de P. Webb, Mr. Gidumal Fatehchand Bhojwani, Mr Wali Mahomed Hussainally, Mr Sobraj Chetumal, Sir Jehangir H Kothari, OBE, Dr L D Shroff, Mr. Harchandrai Vishindas, CIE, and Mr G V Utamsing, Barrister-at-Law, *Honorary Secretary*. The office of the League (which is now being dissolved) is at Sir Montagu Webb's bungalow—No 2 Clifton Crossing. The original War League Office has recently been converted into an annexe of Flag Staff House, the residence of Lieut-Genl Sir Walter Braithwaite KCB the G O C-in-Chief Western Command, 12 Staff Lines, Karachi.

Widows' Home, Victoria Road, is in the charge of the Chaplain of Karachi. The Home accommodates five widows. A small grant is

received annually from the Cummingham Trust but apart from this the home is entirely dependent on voluntary subscriptions. There are many names on the waiting list.

Young Men's Christian Association — Board of Directors 1922-23 —
President Lie *Presidents* — Sir M. de P. Webb Kt CIE CBE
 MLA The Venble Archdeacon H. T. Wheeler MA Senior Chaplain
 Church of England The Rev. J. Yule Rennie MA PD BLIT
 Chaplain Church of Scotland The Rev. W. Lee Clarke Methodist
 Episcopal Church The Rev. F. C. Long MA CMS *Hon. Treasurer*
General Secretary — W. R. Bullie Young *Members of the Board* — Messrs
 E. C. Allen A. H. S. Aston MA G. H. Birch MBE F. Clayton
 MLC T. H. Ingie Scott AMIL G. A. Somerville MBE W. L.
 Stevenson A. J. K. Stimp F. I. Thurley G. A. Westcott

There are 140 members. The Hostel provides for 16 residents. There are playfields and Tennis. Hockey, Football, Billiards, and Entertainments are provided. Religious and Educational work is vigorously prosecuted. The Central Institution has for years conducted civil work chiefly but it is now definitely both civil and military. The three branches which were opened for European and Indian troops during the war have only recently been closed and the Industrial work under the auspices of the Young Men's Christian Association at the various War Hospitals has ceased owing to the Hospitals being closed.

The Institution has a Committee of Management for each of the various activities. These committees are responsible for the detailed management of their respective departments. The whole work is unified by the central control of the Board of Directors which is responsible for the policy and acting through a Finance Committee for the finances of the Association. The Karachi Association is affiliated to the National Council of the Y.M.C.A. C. Association of India and Ceylon.

Young Men's Sikh Association — The Association owes its present excellent organization to the selfless work of Sardar Mehtab Singh of Rawlpindi. Its objects are to enable young Sikhs to co-operate in furthering their moral, material, social and religious progress. Regular weekly meetings are held in the Khalsa School Bunder Road. Publishing of religious tracts, running a free Reading Room and Library and arranging for social dinners and occasional recreation functions are its main activities. There are over 100 Members paying Rs 2 per month. The members of the present Executive Committee are — *President*, Sardar Sant Singh, *Vice President*, Sardar Tirath Singh, *Secretary*, Sardar Kartar Singh, *Joint Secretary*, Sardar Mehar Singh, *Hon. Auditor*, Sardar Lal

Singh, *Members*—Sardars Tara Singh, B A, Mohan Singh, B A; Kapur Singh, Malawa Singh, Hazara Singh Sant Singh, Ratan Singh, Jaimal Singh, Amar Singh and Ram Lal

Young Men's Zoroastrian Association—Association Rooms—"Hormusji Katrak Hall," Katrak Road, Sadar Bazar Quarter. There are 41 Life members and 173 Ordinary members

The objects of the Association are—(a) The diffusion of ethical and religious knowledge and the cultivation of elocutionary and argumentative powers by means of lectures, debates, and readings on literary and scientific subjects open either to the members of the Association or to the general public as the Association may from time to time determine (b) The promotion of good will and friendliness by means of social gatherings, &c. The Association has a Library called "Sorab Katrak Reading Room and Library," a Literary Union, Employment Scheme and Avesta Pahlavi Class. Courses of lectures and sermons and Shahnamah readings take place at frequent intervals

President, Khan Bahadur K H Katrak. *Vice-Presidents*, Mr Ardeshr H Mama, K B Nusserwanji R Mehta, Mr Nadirshaw E Dinshaw, Mr Jamshed N R Mehta. Mr Kawasji T Dadachanji. Mr K B Sorabji Cooverji, M B E. Mr S D Contractor. Mr Kawashaw S Lawyer, Mr H P Byramji, *Hon Secretaries*, Mr S K H Katrak, Mr K P Tengra. *Treasurer*, Mr D P Dastur, *Librarian*, Mr R N Khursigara, *Secretary, Literary Union*, Mr P R Mehta, *Extra Members of the Committee* Mr R. K Sidhwa, Mr J F Punthakey, Mr P H Dastur, *Hon'y Auditor*, Mr K T Dadachanji, Mr J S Sethna. Mr R J Dastur

Young Women's Christian Association—Headquarters, Bunder Road, Karachi. The object of the Association is to promote the spiritual, intellectual, social and physical welfare of young women. Its activities include classes for the study of the Bible, Typewriting, Shorthand, and any other subjects helpful to women if a large enough number apply. It also possesses a Literary Club and from time to time provides lectures on various subjects. One company of Girl Guides is working in connection with the Association. A Girls Club, called the "Blue Triangle Club", for sports, social intercourse and classes etc. has been formed. The Association also supplies a home at moderate charges for girls and young women earning their own living in its own beautiful Hostel. The whole building cost over a lakh and the Hostel was opened on March 22, 1921, by His Excellency Lady Liljy. This Association is part of the National Association with offices at 5, Russell Street, Calcutta, and through the National Association of the world movement with its Headquarters in York Palace, Baker Street, London, W. Any girl or woman of good

moral character can become an Associate member of the Y.M.C.A., if introduced by two members by paying an annual fee of Rs 2. There is no distinction of caste or creed. Active members however must belong to one of the Christian Churches for it is the administration that must be Christian and not necessarily the entire membership. At the end of 1921, there were 178 members 149 being Anglo-Indian and European, 7 Indian and 22 Parsi. (See also page A 34.) Officers: *President*, Mrs C. J. W. Harris, *Vice-Presidents*, Miss Brenton Carey, Mrs G. W. Judd, *General Secretary*, Miss S. W. Hartwell.

CLUBS

Borah Athletic Club—Managing Committee—*President*—Mr Hatimbhai Alibhai Karimji, *Captain*—Mr Yusufali Mohamedbhai Shahjahanpurwall, *Hon. Treasurer*—Mr Adomal Ismailjee Lakrawalla, *Vice Captain*—Mr Hasinath Adimji Karimji, *Hon. Auditor*—Mr Fidahussein Mohamedali Shaikhwalla, *Members*—Mr Taherath Mohamedali Lotia, Mr Asgharali M. S. Mohamedali Quettowalla, Mr Fasmullee Gulamhussein Lotia, Mr Fida Ali Mulla, Alibhai, Mr Noshim Moosijee Tapal.

Deccani Music Club—Ranchore Lines Road. Established in 1906. Objects: To encourage and promote Indian Music and to undertake social functions of the Deccani Community. Management is vested in a committee of 7 members to be elected by the General Body. Managing Committee—*President*—Mr S. Y. Teli, *Vice President*—Mr R. P. Shinde, *Hon. Secretary*—Mr D. K. Tamkar, *Asstt. Secretary*—Mr S. N. Karnik, *Treasurer*—Mr R. B. Patil, *Auditor*—Mr R. V. Prabhu, *Member*—Mr V. B. Vaze.

Diana Club, Karachi—This club is a Rifle and Revolver shooting club for ladies and gentlemen in Karachi. All members of the Regular and Auxiliary Forces and their families are *ipso facto* eligible for membership without ballot. Others who desire to join the Club will be balloted for by the Committee. The Club shoot with 220 rifle and 450 revolvers. *President*—Maj. Genl. C. W. G. Richardson, C.B., C.S.I., *Hon. Sec.*—Capt. J. F. B. Harvey, *Committee*—Mrs Thubron M.B.E., Lt. Col. Hawtreay, C.V.O., D.S.O. and one other member.

Goa Portuguese Association—This Association represents the Goan community. The object for which it stands is the social improvement of its members and the advancement of the interests of the Goa Portuguese community. Every member on admission has to pay a donation equal to half of his monthly salary but not more than Rs 150 and in case of non-employed Rs 15 in addition to the monthly subscription.

of Rs 2 A member can become a Lite Member by paying Rs 200 in addition to the donation. The Association has membership of 416 on the roll. The Association takes active interest in all sports and provides for its members tennis, cricket and hockey. Managing Committee—*President*—Mr C F D Abreo *Vice Presidents*—Dr G Pires Mr E Raymond Dr A B Fonseca Mr A C D Souza *Members*—Mr E V Castellino Mr C C Fernandes Mr Mascarenhas J A Mr Mascarenhas M J Mr Misquita M Mr Pinto M C Mr Vas Alfred R, Mr Vas N F Mr Barretto M, Mr Britto S S Mr Dias Q J Mr Castellino J F Mr De Souza A C M Mr Fonseca Toli Mr Freitas D M Dr Vas C Office bearers and Ex Officio members of the Managing Committee *Secretary*—Mr J F Lobo *Asst Secretary*—Mr C A Pinto *Treasurer*—Mr L J Ferro *Asst Treasurer*—Mr Alarico Gomes *Trustees*—Mr St Anne C Vaz and Mr A Misquitta.

Islam Club—The Club was started about the year 1890 with the object to bring together the elite of the Mahomedan community to promote the cultivation of friendly relations among them. It is open for membership to all Mahomedans of position and respectability and it has two classes of members viz Resident and Non resident.

The Club includes many a prominent Mahomedan gentleman—merchants, zamindars, lawyers and members of the Legislative Assembly and Bombay Legislative Council of Karachi and other parts of Sind—among its members.

H H Sir Imambux Khan Talpur—the late ruler of the Khairpur State—and the late Sir Jam Kamal Khan of Las Bela were its Patrons. K B Hassanali Messrs Salehmahomed Omer Dossal, Ahbhoy Karimji and G H Chagla were its Presidents from time to time and the late Sardar Dost Mahomed Khan Tokhi was the last President till his death and this office has not yet been filled up for unavoidable reasons. Functions of the President are now performed by the Vice President Mr Haji Ghulam ali G Chagla. Since 1907 up till now Mr Goolam Hussain Kassim has been acting as Honorary Secretary and Treasurer of the Club. The Club had its own building behind the zoological gardens which for certain reasons was sold in 1918 at Rs 88 000 and the Club has at present Rs 85 000 as its fund. Towards the aforesaid building fund a donation of Rs 7 000 was kindly given by the late ruler of the Khairpur State H H Sir Imambux Khan Talpur who was one of the patrons of the Club in his life time. The Club is at present located in a rented house on the Kutchery Road and from the financial point of view it is in a very sound condition. Proposal to build their own up-to-date club house is under the consideration of its share holders and the members and as soon as any suitable land is available the work will at once be taken up in hand.

with the funds on hand. There are at present about 45 gentlemen on the list of membership and following amongst them are on the present Managing Committee —1 Ghulam Ali G Chagla Esq 2 Haji Abdulla Huroon Esq, 3 Mir Ayub Khan Barrister at Law 4 Abdulrahman Mahomed Yakub Barrister at Law 5 Ramji Puthabhoy Esq 6 Ghulam Hussain Kassim

Karachi Boat Club—The Karachi Boat Club was founded about 40 years ago and though it has had its periods of depression is now in a very flourishing condition. The Boat House is situated on the Chinna Creek and is accessible (by private road) from the Queens Road. There is a large number of boats suitable for all purposes light fours pairs and skiffs for racing and heavy boats for those less strenuously inclined and for practice. The Diving board has proved very popular. Six cups are rowed for annually. The Boyce Combe York and Lancaster and Harbour Cups for fours the Hart Davis Cup for pairs the Gribitt Cup for Sculls and the Crouch Cup for Ladies. Regattas are held in the Spring and Autumn. The rules of the Club and particulars regarding membership may be obtained from the Hon'y Secretary. The officers of the club for 1922 are —*Captain of the Boats*—Lieut General Sir Walter Bruthwaite KCB *Hon Sec and Treasurer*—Mr L G H Newbourn *Members of the Committee*—Wing Commander C Bruce M R Mytton Mr H W Oddin Taylor Mr B J Whitby

Karachi Bohra Gymkhana—This was started in 1900 through the efforts of Mr Hoosain E Bhermul Late Mr Yusufali Noorbhoy Yusufali Ameji and other young enthusiasts. After some years a site was secured and with the help of Mr Tayyabali Moosaji specially and his friends Messrs Tayyabali Alibhoy Yusufali Adumji Hoosain L B and others a Pavillion was erected. The Gymkhana has popularised the game of cricket among Bohras and every season matches with local gymkhanas and clubs are arranged. The affairs of the Gymkhana are managed by a Managing Committee at present consisting of the following —*President*—Mr Yusufali Moosaji *Secretary*—Mr Moosaji I Ghaniwala *Cricket captain*—Mr Adamali Yusufali *Vice captain*—Mr Tayyabali M Moosaji *Extra members*—Messrs F M Quettawalla Y N Lotia Hatim J Karimji K A Lookmanji and G Alibhoy

Karachi Club—(Kaitiari Road) Managing Committee —*President*—Mr E Raymond *Members*—Mr Rupchait Ellabam Wadhoo and Latchchand Ghulam Hussain Kassim Prisman Ibrahmi and Dr A E Nazareth *Hon'y Secretary*—Dr I D Shroff. There are at present 140 members on the roll and the premises belong to the Club. The entrance fee is Rs 100 and the monthly subscription Rs 5. The election is by ballot.

Karachi Golf Club—A very flourishing Golf Club exists in Karachi with a large though fluctuating membership. The Club House and links are situated a few minutes walk from the Frere Hall the links occupying the ground stretching in front of the Military Hospital. There are two 9 hole courses one for men and the other for ladies the former being just over 1½ miles in length and the latter slightly over 1 mile. Competitions are held throughout the year the principal events being the Gold medals for ladies and men and the Captains Cups for both sections while the men have also the Pritchard Cup to compete for twice every year and the American Cup on Independence Day and the ladies have the George Miller Challenge Cup to compete for twice every year. In addition affinity competitions are held practically every month during the hot weather and these competitions are most popular. All members of the Karachi Gymkhana and of the Sind Club are eligible to join the Golf Club whilst for those who are not members of these institutions election is by ballot. The membership varies between 300 and 500. The subscriptions are as follows—Men Entrance Fee Rs 10 monthly subscription Rs 5. Ladies Entrance Fee Rs 5 monthly subscription Rs 2. Visitors to Karachi on being introduced by a member may play golf on payment of a Green fee of R 1 per day. *Captain*—J B S Thubron *c i e* *Vice Capt*—R H Young *Committee*—L Brachi F H Greig H A L French A T Sturrock *Hon Treasurer* G A Brigstocke *Hon Ground Secretary* G C R Coleridge *Hon Secretary*

Karachi Gymkhana—The Karachi Gymkhana is in Scandal Point Road and has occupied its present buildings (with enlargements) since 1886. It is the lineal descendant of the meeting place near the rifle range where the European population of Karachi used to meet in the early days of the British in Sind and received the name of Scandal Point. The Gymkhana is to all intents and purposes a ladies club (and was once called Ladies Club) though it must be admitted that only men are full members the bar (for the men only) occupies a central position in the building. Only gentlemen can serve on the Committee. Ladies at meetings have voting power similar to men. It is a picturesque building in Tudor style with red roof gables and black wood work. A semi circular drive leads to the entrance at the south end of the building. In front of the entrance and enclosed by the drive is a small lawn on which the children of members are allowed to play. Children are not admitted to other parts of the building or grounds. On the east side of the house are six cement courts while on the west side towards the sea is a lawn running the whole length of the building where tea parties are given on Sundays. Beyond the lawn are three more tennis courts all of which can be specially reserved

for the afternoon by members, and this year four more tennis courts and the much needed cricket pavilion were built. The Gymkhana manages the annual Sind Lawn Tennis Championship, which is open to members of any recognised club and is played on the Gymkhana courts, usually in August or September. Near by are the Gymkhana cricket and hockey grounds. In the Gymkhana buildings are one covered badminton court, a Palm Court, a ballroom and two card rooms. The entrance fee is Rs 30, and the monthly subscription Rs 7 for a full member. Temporary members pay Rs 8 and lady members Rs 3 per mensem. The Managing Committee of the Karachi Gymkhana is at present composed as follows —

President—Major General C W G Richardson, C B ; C S I , *Vice President*—B F Jones, Esq , *Members*—W W Smart, Esq , F R Hawkes, Esq , Major R C Firebrace, C B Rubie, Esq , T C Beaumont, Esq , S Lakeman, Esq , G Gordon, Esq , W D Young, Esq , Lt-Col H C Hawtrey, C M G , D S O , Major A H Peyton, A C Greenfield, Esq , Major C L Whitaker, C J W Harris, Esq . *Secretary*—Captain A D Buzzard

Karachi Parsi Institute—(Behind R C Church) The Karachi Parsi Institute owes its existence to Prof B J Padshah, assisted by the late Mr P B Kotwal, Mr F E Punthakey and Dr Spencer. These gentlemen took great interest in introducing sports among the Parsis of Karachi. On 18th February 1893 a meeting was held in the Sadar Fire Temple and it was decided to start an Institute for the physical development of the Parsis of Karachi. Members to the number of 108 were enrolled on the spot and within a year the total number of 150 was reached. General Boyce Combe, a great friend of the Parsis, granted for the purpose, the site on which the Institution stands at present. A beginning was made on March 21, 1893, with two tents, pitched upon the open ground. Prof Padshah and Mr F E Punthakey collected a large sum of money for erecting a building. General Boyce-Combe laid the foundation stone on 15th September 1893, and the building was completed within a few months. The Upper Hall is known as Bai Mancekhai Poraj Hall. In 1905, a Swimming Bath was constructed and named after Khan Bahadur K H Katrak, who was the chief donor. In 1915 Sir Jehangir H Kothari, O B E , built a spacious hall which is used as a cricket pavilion. It is found very useful for several other purposes also and has proved a valuable addition to the Parsi Institute. The Institution has proved a great benefit to the Karachi Parsi Community and the Cricket matches with all Gymkhanas are the main features of the year. At present there are 161 members paying Rs 3 p m each. The following gentlemen have been the principal donors. Mr Eduljee Dinshaw, C I E , a Billiard table, Khan Bahadur Behramji Jehangirji

Rajkotwalla Rs 9 000 for establishing a library Mr N N Pochaji Rs 2 000 for a hall to be named after his wife Manekbai Sir Jehangir H Kot hari OBE K B K H Katrak and Mr A H M m

The affairs of the Institute are managed by a Managing Committee at present consisting of the following gentlemen —*President*—Mr A H Mama *Vice President*—K B K H Katrak *Hon Secretaries*—Mr R J Dastoor Mr P H Vania *Treasurer*—S N Patel *Auditors*—Mr Jehangir F Punthakey Mr K T Dadachanji *Extra Members*—Mr N C Mayaina Mr R K Sidhwa *Supernumeraries*—Mr H T Irani Mr L N Vani *Cricket Captain*—Mr D J Jagus *Tennis Captain*—Mr J D Vakil *Outdoor Captain*—Mr M P Dastoor *Indoor Captain*—Mr F M Dinshaw *Librarian*—Mr N K Lawyer *Bath Supervisor*—Mr P A Karani *Garden Supervisor*—Mr J F Khambatta

Karachi Races—Gymkhana Meetings are held once a month throughout the year and pukka meetings in the Spring and Autumn The course is about a mile and a half round There is a Win and Place totalizator under the management of Messrs A I Ferguson and Co The following is the list of Officials —*Stewards*—Lieut Genl Sir W Braithwaite KCB W R Carstairs Esq OBE J B S Thubron Esq CIL Lieut Col W S Anthony CMC G C R Colridge Esq Lieut Col G E Bayley CMC DSO *Hon Secretary*—C B Rubie Esq *Head Clerk*—Mr R S Advani

Karachi Yacht Club—Karachi harbour is in reality a large lagoon intersected by a number of creek bordered by mangrove bushes This lagoon is divided roughly into two parts by the Napier Mole and the ship wharves alongside it leading from the mainland to what used to be Keemari Island The larger creeks and backwaters to the west are used for sailing and the smaller eastern part for rowing Sailing is a delightful occupation in and outside the harbour and there is a good breeze at all seasons of the year There are several privately owned Tom Tits and a good many cutters owned by the Port Trust Port Engineer Garrison Gunners etc The Club premises are at Minor and races for Yachts of the Tom Tit class are held twice a week throughout the year The cups raced for annually include the Lord Brassey Punnett and Willis Challenge Cup It has three classes of members (1) Permanent (2) Temporary (3) Honorary It has at present 60 members on the roll The election is by ballot The entrance fee for a Permanent member is Rs 20 and the monthly subscription Rs 4 There is no entrance fee for the Temporary member and the monthly subscription is Rs 15 Honorary members pay no subscription The Club Pennant is blue with a gold dhaw in the centre The Officers of the Club are —*Commodore*—Captain

G \ Fortcath RIM *Vice Commodore*—H H Hood Esq *Committee*—
 T H G Stampor Esq *Mc* Captain C J Iearfield *Mc* S D
 Glrdstone, Esq, Captain A A Carnegie O B R *Honorary Secretary*—
 W A Kirby Esq

Khoja Ismailia Club—This club was founded in the year 1900 through the exertions of a Khoja Ismailia gentlemen in H H the Aga Khan's Garden but was in abeyance for some time. It was resuscitated by the young Ismailia Khojas in 1903 under the name of the Jolly Mandala. In the year 1905 when the Aga Khan paid a visit to Karachi His Highness consented to become patron of the club and was pleased to grant Rs. 50 per mensem and gave for its free use a suitable bungalow and garden. The Club was established on its present basis by the Aga Khan and its title Punjbhoy is significant of the unity and brotherhood of its members who are all followers of the Aga Khan. In 1905 the Club house accommodated as guests the Muhammadan Aides de Camp of their Imperial Majesties the King Emperor George V and the Queen Empress Mary (then Prince and Princess of Wales) during their visit to Karachi. They were entertained by late Seth Alimahomed Mukhy Alidina one of the *vice* Patrons of the Club whose portrait occupies a conspicuous position in the building with Khan Sahib Alijah Alidina Alimahomed.

In 1912 when the Aga Khan again visited Karachi His Highness recommended that the club should be transferred to a more prominent place and it was accordingly removed to Camp but subsequently owing to the requisition by the Military it migrated opposite to Government garden in a large airy bungalow where it now exists. To avoid future similar difficulties the wealthy members of the community have raised a building fund to which the following gentlemen have contributed. Seth Bandali Kassar Rs. 10,000. Seth Alijah Alimahomed Rs. 5,000. Messrs Shahban Mohib Ahddad Mamoo Chumhuscin Basria and Sabjahi R Missionary Rs. 2,500 each. Messrs Jhoola and Mehralli Khuma Sajan Damji and Fuddoo Petroo Rs. 1,250 each. Alimahomed M. Mahomed Rs. 501. Seth Bandali Mukhi Mahomed Rs. 500. Total Rs. 27,251. It is hoped that other wealthy gentlemen will also help the fund when with the sanction of the Aga Khan a suitable permanent club house will be purchased. The Club entrance fee is Rs. 140 and the monthly subscription is Re. 1 for local members and a Mofussil member pays annas 4 per month. Two ordinary dinners are held every month besides special dinners on King Emperor's Birthday, H H Aga Khan's Birthday and Idd dinners. The club recently suffered by the death of three *vice* patrons viz Vazir Basira Fuddoo Mukhi Mahomedali Gulam and Seth Alimahomed Mukhi Alidina. *Patron*—H

H Sir Aga Sultan Mahomed Shih Aga Khan GCSI, LL.D
 etc *Vice Patron*—Khan Bahadur Dr S G Hajeer G B A C, *President*—Vazir Rahim Vazir Buxi *Hon Secretary*—Seth Husonji Lalji,
Hon Treasurer—Seth Ghulamhusin Wuru Members of the Managing
 Committee—Khan Sahib Alijah Alidina Alimohomed Alijah Bundali
 Kassim Mukhi Bundali Mukhi Mahomed Mukhi Hood M Salloo Mukhi
 Huseini M Allarakhia, Seth Velpi Allarakhia Seth Allana Khalfan Seth
 Sajen Damji Seth Gulam Husin Khalfan and Mr Kuru Karim

Manora Club—The Club House is the property of the Karachi Port
 Trust and was instituted for the use of their officers residing at Manora.
 The Club entrance fee is Rs 5 monthly subscription Rs 3-8-0 per-
 manent and Rs 4-8 temporary members

Managing Committee—*President*—Commander G N Forteach,
 RIM *Members*—Mr J A Scott Dr Macgregor, Mr A Farquhar and Mr
 M O Reilly *Hon Sec and Treasurer*—F T White

Maratha Union—The Maratha Union, one of the leading
 sporting institutions in Karachi was established in Karachi in the year
 1914 with the object of collecting all the Maratha players
 together and affording them facilities for physical culture. The
 Union has good teams for football cricket and hockey, and
 sends up its teams to compete for the Y M C A Football
 Cup Tournament and Maharaj Hemandass Nandharam Football Tourna-
 ments. Maratha Union is the only Indian team to enter the Y M C A
 tournaments. The union has held the Maharaj Hemandass Football Cup
 for three years in succession since 1918—the year of its presentation.
 The union had sent its cricket team to Baroda in the year 1919 to play
 matches with the late Prince Shri Yashwantrao and the Hind Vijaya
 Gymkhana. This year a football team was sent to Poona to compete
 for the Poona Young Cricketers Football Association.

In cricket the union enters for the first and second eleven fixtures and
 competes for the Visumal Pihlajrai cup. The other important function
 of the Union is the Holi Athletic Tournaments or the "Shringa
 sports" which attract the Maratha community much. Most of the
 items of competition are open to Maratha students of various schools
 in Karachi a few being also kept open for the public. Prizes are
 awarded to successful competitors at a prize distribution ceremony
 where the public is invited. From next year a beautiful gold medal
 has been kindly promised by Mr Ardshir Mami for the best runner
 in the above tournaments. The Maratha union has been affiliated to
 the Indian Olympic Association (Headquarters Poona) and is
 a representative of that association in Sind. The union has on its
 roll 105 members.

The office bearers for the year 1922-1923 are —*President*—Mr S Y Telli *Vice President*—Mr D W Pox *Managing Committee*—*General Secretary*—Mr N D Abhyankar B.A. *Joint Secy*—Mr Jagannath V Datta *Treasurer*—Mr Govind Rao Bhonsle B.A. *Games secretary*—Mr Sitaram V Parab *Additional members*—Mr Gopalrao Bhonsle Mr Puraram S Datta Mr Vinayak H L Gu *Auditor*—Mr R S Limaye

N W Ry Traffic Institute and Sports Club—The North Western Railway Traffic Institute and Sports Club are now a combined institution. The first named was established in 1903 and Sports Club in 1897. The Sports Club is open to all Railway employees and also admits a limited number of Honorary members. It possesses a fairly extensive recreation ground and provides for all out door games such as cricket football hockey and tennis. The following tournaments are also run by the institution: (1) The Karachi Lawn Tennis Championship (2) Yusufali Moosaji Challenge Cup for Hockey.

Managing Committee—*President*—Mr F Hawkes O.B.E. *Vice President*—Mr B Moody *Members*—Mr L Mathieson Mr F Bennet Mr C J Hammill *Hon. Secretary*—Mr J D Cunha

Punjab Hockey Team—(Western Command clerks quarters) *Patron*—Sardar Kapur Singh *Captain*—Sardar Jhanda Singh *Cashier*—*and Joint Secretary*—Sardar Jai Singh *Secretary*—Mr Bikramajit Nanda. Entrance fee is Re 1 and monthly subscription As 8 only.

Shri Cutchi Narayan Sarovariva Lohana—*Managing Committee*—*Patrons*—Seth Hansraj Kirpal Seth Velji Lakhamji *President*—Seth Thakursi Raisi *Honorary Magistrate* *Vice President*—Seth Dhanu Jivram *Secretaries*—Mr Haniram Mohanji and Chabilchandra Divalji *Treasurers*—Mr Kanji Narayenji Mr Khimji Virjee *Estate Secretaries*—Mr Meghji Chellani and Mr Damji Pradhan *Auditor*—Narayenji Valji *Members*—Bhimji Vally Lakhamdas Jetiba Shamji Devji Khimji Vally Narayenji Lakhamji Mateji Kahanji Moorchand Aiyra Keshavnji Hirji Chatarbhoy Shivji Khatau Parpia Gangaram Mavaji

Sind Club—The social life of the Europeans in Karachi centres round its two chief clubs—the Sind Club and the Karachi Gymkhana. The former is purely a men's club and has a membership of over 600, about one half of whom are absent from Sind. Membership is by ballot of members, honorary membership by ballot of the committee. The entrance fee for full membership is Rs 200, subscription for full members is Rs 10 per mensem, for honorary members Rs 15 per mensem. The club has resident chambers for 35, a spacious dining room, a well equipped billiard room and large and up to date bar. It is one of the finest

and most comfortable clubs in India and its members are justly proud of its many attractions. The affairs of the Club are controlled by a Managing Committee composed of the following —

President—J L Reu Esq CSI ICS *Vice President*—H G Houghton Esq C C D me r a l Esq Geo Gordon Esq B F Jones Esq Lt Col C Lang J G Nicholson, Esq W W Smart Esq ICS J B S Thubron Esq CIE R H Young Esq *Honorary Secretary*—F A Archdale Esq

Sindhi Gymkhana—The Sindhi Gymkhana is situated on the Bunder Road opposite the Robinson Cinema. This institution has long been there. It was originally a meeting place for the Pleaders of Karachi. At present the Gymkhana admits all classes of gentlemen irrespective of race and creed. The Gymkhana has two tennis courts and a billiard table with other indoor games. The entrance fee is Rs 5 and monthly subscription Rs 3.

The present Office bearers are —*President*—Lalchand Hassomal Esq BA LLB *Hon Secretary*—Hoondamal K Kripalani Esq *Jt Hon Secretary*—Jamnattru Lalchand Esq BA LLB *Members of the Managing Committee*—R G Mani Esq Bar at Law Dharmdas Thawerdas Esq BA LLB Hirchand Bulchand Esq BA LLB Ghanshamdas Sahasrammal Esq Member Khubchand F Gulrajani Esq Jhamru Ramchand Kripalani Esq *Tennis Secretary Auditor*—Hotchand R Sani Esq

Young Hindu Sports Club—The Young Hindu Sports Club is one of the leading Hindu Cricket Clubs in Karachi. It was founded by young men of the Mahratta Community 20 years ago. The President is Mr Asudamal and Captain Mr Nihalchand Tikamdas BA LLB pleader Messrs Naryen K. Temkar and Bhanji Bahuchand being Secretary and Joint Secretary respectively. The subscription is Re 1 per month and the club is open to Hindus of all castes. The club rooms are situated in the Seth Abdul Hussein Quettawalla building Princes Street Runchore Lines and the practice ground is near by. During the cold weather football and hockey are played. Attached to the Club is the Young Hindu Co-operative Stores several members having joined together and opened the stores for the purpose of supplying cricket and other athletic stores of all kinds to the several clubs and Gymkhanas.

Young Men's Christian Association Sports Club—The Y M C A Sports Club is open to Christians of all denominations and those other than Christians are also admitted as Associate Members when supported by two active members of the Christian denomination. Keen interest

is taken in Hockey and Football Tennis and Billiards There are good teams sent in for the principal cups in Hockey and Football and the Club has been the proud owner of a good number of trophies There are also Tennis and Billiard Tournaments run by the Recreation Committee of the Club and handsome trophies are presented Membership fees are —Rs 3 per quarter in advance and Re 1 per month for each of the following games—Football and Hockey Rs 2 per month for Tennis and Billiards There is also a Library and Reading Room attached to the Institution (*Vide also p A 34*)

Zoroastrian Club—The Zoroastrian Club is the oldest and chief Parsi Club in Karachi It was founded in 1882 The new building was erected with the support of the members on a spacious plot of ground in Depot Lines in 1904 It provides various indoor and outdoor games and other recreation for the Parsis and is managed on up to date lines Amongst its members are most of the leading Parsi citizens of Karachi and the club does much to promote social and friendly relations amongst the members of the community It has a spacious hall built in memory of the late President Mr H J Rustomji which the members kindly place at the disposal of the community and others for social and religious gatherings The Sorab Quarters are a fine block of buildings erected by the members of the Zoroastrian Club in memory of one of their leading member and Parsi champion cricketer Mr Sorabji B Fdulji who died in 1906 These quarters are intended for the temporary use of the members of the Club and other Parsi friends and relations visiting Karachi They are provided with all necessary comforts together with boarding and lodging under the able supervision of Mr Kawasshah S Lawyer

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SECTION B.

HISTORY AND PROGRESS

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CHAPTER I. HISTORY AND PROGRESS.

Outline of the Early History of Sind.

ARYANS—In the earliest times of which any records exist the Aryans (i.e. races of Central Asia) were settled on the Indus. Pottery weaving and metal working were probably known and trade by way of the river and sea existed (about 1000 B.C.) Trade with Babylon and the Persian Gulf was certainly carried on about 750 B.C.

PERSIANS—About B.C. 507 Darius the First King of Persia conquered the whole of the Indus Valley and gave a fresh impetus to trade. The effects lasted for over a century but Persian rule in Sind passed away and traffic by sea with Arabia and the Persian Gulf became extinct before the coming of Alexander the Great.

GREEKS—Alexander III King of Macedonia commonly called 'The Great' in B.C. 327—325 marched through Syria Persia Bokhara, Afghanistan and North West India conquering and leaving detachments and colonies as he went. After reducing the Punjab Alexander sailed down the Indus, routed the Mallor tribes between Multan and Bhawalpur, subdued the Oxydrakai and then entered Sind. Under his command were 1700 cavalry and about the same number of light infantry in boats and 10 000 regular infantry whilst the bulk of his army in charge of Krateros marched down the left bank of the Indus. In Sind Alexander subdued four local rulers—Mousikanos of Alor (the ruins of which can still be seen near Rohri) Oxykanos (whose capital some think was at Mahorta ten miles north west of Larkana) Sambos of Sandimana (undoubtedly that very ancient town of Shivan and the ruler of Harmatelia or Brahmabad in the Shahdampur Taluka of Hyderabad). Thereafter Alexander sent Krateros with a portion of the army across Baluchistan to Sistan whilst he himself explored the delta of the Indus. Having despatched his famous Admiral Nearchus with another section of his army by sea up the Persian Gulf Alexander himself marched through Las Beyla and along the Mekran Coast to Seistan. Nearchus embarked at Ghara but was obliged to remain in Alexander's Haven now believed to be Karachi Harbour till the monsoon abated.

MAURYS—With the departure of Alexander Sind soon became a portion of the empire of the Mauryas whose founder Chandragupta ruled from Patna to the west coast of India (B.C. 322—298). With the break up of the empire after Asoka's death (B.C. 240) Sind was probably governed by local Princes till the appearance of the

BACTRIAN GREEKS who invaded the Punjab (B.C. 180) and eventually ruled the whole country to the mouths of the Indus. Apollodotus (B.C. 100) probably governed Sind and also Kathiawar. About this time

TURKIS OR TARTARS overran Sistan, Baluchistan and Sind and established several kingdoms there. The new comers infused new vigour into the localities they invaded and trade with the West which sprung up about A.D. 70 brought wealth to the cities of Western India.

KSHATRAPAS—Very little is known about Sind for the next five hundred years. Fragmentary records of parts of western India and disappeared Rudradaman one of the successors of the northern Kshatrapas held this seaboard from the mouths of the Indus to the Damanganga also the country around Multan. Commerce fell into decay through local quarrels between the Chiefs (A.D. 247—300) and thereafter comes a gap in the records which historians are unable to fill.

WHITE HUNS—New hordes from Central Asia led by the White Huns poured into India from the north-west, conquered Sind and spread over India as far as the Narbulla River. The invaders quickly became Hinduised and from them sprang some of the most famous Rajput clans. The White Huns set up a dynasty of Shahis in Sind and the Province thenceforward was more closely related to Persia than to India. The Shahis continued to rule Sind at Alor and Brahmanabad from about 600 to 711 A.D. Their dominion extended from Multan to the Indian Ocean and from the Rajput nadirs in the east to the mountains in the west including that part of Baluchistan now known as Jhalawan, and Armabel (Las Bela).

ARABS—Muhammad the Prophet died in 632. The new religion of Muhammad spread rapidly and in 671 the Arabs attacked Sind by sea but were repulsed. Attacks by land were also successfully resisted. At last in 711 the actions of certain parts of the Sind Coast led to Hajjaj Governor of Iraq sending an expedition under Muhammad Kasim to take vengeance on Sind. In the course of five years the whole Province as far as Multan was conquered. The Arab garrisons settled down in the country, married Indian wives and left the civil government largely in the hands of the Brahmins. The sun worship of Multan and the Buddhism of South-

ern Sind were tolerated, though "the system of taxation gave such strong motives for conversion to Islam that, by the middle of the fourteenth century at latest, Sind had become a thoroughly Mussalman country" In 1026 Mahmud of Ghazni sent an expedition under Abdur Razak to conquer Sind. The expedition was successful Arab officials were deposed, but new Governors were appointed from among the Arab settlers.

KARMIATIS —The annexation of northern Sind to the Delhi Empire dates from 1175 when Multan was taken by Muhammad Sam The rest of Sind was more or less independent Muhammad overran the seaboard in 1182, but two local dynasties—the Sumras and the Sammas, Rajputs by descent but Muhammadans in faith, ruled southern Sind without serious interruption from outside till 1521

ARGHUN TURKS —Shahbeg Arghun having judiciously relinquished Kandahar to the Emperor Babur marched into Sind and took possession of Sind in 1521 He restored the fortifications of Sehwan and put Bukkur into thorough repair with materials from the ruins of the once celebrated Alore He was succeeded by his son—Mirza Shah Husain (It was at this period that Humayun, Emperor of all Hindustan after the destruction of his army in 1540 by Sher Khan took refuge in Sind with his wife who, at Umarnkot in 1542, gave birth to the future Emperor—Akbar) The Arghuns in their turn were driven from power by the Tarkhans (1554) in whose time Tatta was sacked by the Portuguese (1556) Bukkur was occupied by the Emperor Akbar's officers in 1574 and Tatta in 1591 from which latter date Sind once more became a province of the Moghul Emperor's Kingdom

MOGHUL EMPIRE —Sind remained a province of the Delhi Empire until 1739 when it was ceded to Nadir Shah and again was cut off from the general stream of Indian history Sind was often combined with the Suba of Multan and governed by a prince of the royal house such as the unhappy Dara Shukoh But progress was checked by the prevalence of robbers and by the feuds of the Baluch tribes with the result that the revenues of the Province fell from 40 crores of dams under Shah Jehan to about 30 crores under Aurangzeb By 1658 the Kalhora tribe was able to hold its own against the Moghuls in 1701 it conquered Shikarpur

KALHORAS —By 1739 the Kalhora Chiefs were the real masters of the whole of Sind Two great trading centres were founded during this period,—Shikarpur about 1617 by the Daudpotras after hard fighting with the Jatois and Karachi in 1729 by a peaceful migration of traders from the neighbouring bundar of Kharak on the Hub river From 1739 to 1747 Nadir Shah and from 1748 onwards the Afghan Chief of Kandahar was recognised as Suzerain of Sind and held Sibi and Shikarpur The Kalhoras, however were for the most part left to fight out, without inter-

ference their family quarrels and the wars with the petty chiefs to the south. It was in the time of Ghulam Shah probably about 1765 and perhaps on his invitation the East India Company founded a factory at Tutta. Ghulam Shah also founded the city of Hyderabad in 1768 on the site of the ancient town of Aurun.

TALPURS—The Talpurs were Baluchis by descent. The kalhoras were ousted by their Talpur Ministers in 1783 at the end of a long tribal blood feud. The Talpur chiefs had three independent branches—one ruling from Hyderabad, one from Mirpur and one from Khairpur. Both they and their predecessors discouraged trade and the country relapsed into barbarism under a rude feudal system the abuses of which were aggravated by the farming of the revenue. In 1795 the Talpurs recovered Karachi which had been ceded by the kalhoras to the Khan of Kalat as blood money for the Khan's brother who had been slain in battle by the kalhoras. Karachi had by this time become an important port and had superseded all the bunders of the Hub river and the Indus Delta. It had been fortified and garrisoned by the Hindu merchants to whom it owed its rise. When the Khan's Baluchs for the third time attempted to force Karachi to acknowledge the Khan's rule the merchants opened negotiations and surrendered the town and port to the Talpur Mirs on favourable terms. Thus at the opening of the nineteenth century Karachi was a Hindu town and the chief port of Sind.

BRITISH—The English first appeared on the west coast of India in 1608 and obtained an authorised trading factory at Surat in 1616. They soon had branches at Ahmedabad, Cambay, Broach, Baroda and Rajahmundry. Bombay (which had been occupied by the Portuguese in 1534) was ceded by the Portuguese to the British in 1661. It was transferred to the East India Company in 1668 who placed it under the President of the Factory at Surat. In 1708 Bombay became the Headquarters. The security and facilities of trade there attracted a large population of merchants and craftsmen. The English held a factory at Tutta from 1758 to 1775 but both this and a later trading mission in 1799 failed to achieve commercial success. The Talpur Mirs were sportsmen and warriors and were contemptuous of a business of trade—especially English trade. The French nation—Napoleon Bonaparte in Persia excited the Mirs to rise against the British and in 1808 a treaty of friendship between the Mirs and the British put an end to the dispatch of Vakeels by the British to the Mirs. The British expelled the French from Sind and was satisfied. The treaty was renewed in 1820 and a provision added that the Mirs should not raise the arms of their subjects into battle and the British should not interfere. In 1832 another treaty was concluded which gave the British complete control over the development which

the Mirs regarded with the greatest apprehension and to which they raised every possible objection and difficulty. They feared that if the British saw the river they would want to conquer Sind. The truth was that the British were traders only and had no ideas or intentions at the time of military conquests. Unfortunately or perhaps we should say fortunately, as events have turned out the Mirs' apprehensions proved well founded, and the British must now be included in the long list of foreigners who have invaded Sind and displaced by force of arms some other foreign rulers.

Into all the details of the overthrow of the Baluch Talpurs it is not necessary here to enter—suffice it to say that rivalry between three great-European Powers—Russia, France and Great Britain induced the British to attempt to establish friendly relations with Persia and with Kabul and Kandahar so as to protect Britain's economic and political position in India. The carrying out of this policy involved relations with the Talpur Mirs of so intimate a character that British military forces could if necessary travel by way of the river Indus and march through northern Sind to Afghanistan. The Mirs were very afraid to enter into relations of so (to them) alarming a kind and they accordingly placed every obstacle in the way of the British. On the outbreak of the first Afghan war in 1838 a British force actually marched through Sind to Afghanistan much against the will of the Mirs. Moreover British detachments were stationed at Manora and Bhakkar to secure the free navigation of the Indus and the payment of tribute due by the Mirs to the Afghan King. As this payment was not regularly made the surrender of Karachi, Tatta, Sukkur and the control of the river Indus were insisted upon (1843). This led to an outbreak of the Mirs' Baluch troops who attacked the British Residency at Hyderabad. The rising was promptly suppressed by Sir Charles Napier who at the battles of Miani (17th February 1843) and Dabo (22nd March 1843) destroyed and dispersed the Baluch armies. The rule of the Baluch Talpurs was at an end from that moment and Sind became British territory. It was at first made a separate Province under the governorship of Sir Charles Napier who organised a military form of government that put down the more flagrant forms of crime. On the departure from Sind of Sir Charles Napier in October 1847 Sind was annexed to the Bombay Presidency.

Glancing back over Sind's history of the last three thousand years one fact stands out with extraordinary prominence and that is that the indigenous populations of Sind seem throughout the ages never to have been able to resist invasion from abroad; they seem always to have been

subject to the rule of some foreigner or another—Persians, or Greeks, or Tartars or Huns or Arabs, or Afghans or Baluchis, or British. In this respect Sind is not unlike Britain in which at different times in its history has been invaded and overrun by Angles, Saxons, Danes, Picts, Scots, Norwegians, Romans and Normans, whilst the Kings who have governed the peoples of Britain have been French, Scottish, Flemish and German as well as English. As in the case of Great Britain, so in the case of Sind, on practically every occasion of a fresh invasion, the incoming of new men, new blood, new ideas, new customs and new methods of industry appears to have been of advantage of the invaded country. There are certainly some grounds for believing that the advent of the British to Sind has brought a peace, a freedom, a security, a material well-being, and a general prosperity without parallel in the previous history of the Province. May these advantages long continue.

THE DEVELOPMENT OF KARACHI.

It has been said that with new times come new methods. New men bring new ideas, new customs, new kinds of industry, new developments.

Something of this kind happened in Karachi last year. A group of leading residents got together and formed an organisation to assist in the more rapid development of Karachi. This organisation has a nominal Capital of one crore of rupees of which fifteen lakhs are paid up to start with, so that it is prepared to finance developments on behalf of Government, Public Bodies and Private Citizens. Not only finance, this organisation also has land for sale. It can offer ready built bungalows to those who want them. Or, if entirely new schemes are preferred, it can design them, it can submit plans for all kinds of houses, offices, godowns. It can design and construct furniture and office equipment including even filing cabinets or waste paper baskets. Nothing is too small for it. No scheme of Karachi development is likely to be greater than it is prepared to undertake.

This organisation is of course a business concern—telegraphic address 'Industries Karachi'. For further information write to The Karachi Building and Development Co., Ltd., Corner of Dunolly Road and Bundar Road Karachi—(Adit)

CHAPTER II.

Recent Progress of Karachi.

What Government have done—With the arrival of the British in Karachi the methodical development of the town and harbour received immediate attention at the hands of Government of the organizations specially created by Government to carry on the work (i.e. the Karachi Municipality and the Karachi Port Trust) and of the yearly growing numbers of traders—European, Parsi, Hindu and Mahomedan and their associations (the Karachi Chamber of Commerce and several Indian commercial bodies) who were attracted to Karachi by the natural and other advantages which the City and Port under British protection administration and management obviously afforded to all.

THE MILITARY DEPARTMENT—Sir Charles Napier being first and foremost a soldier, it is perhaps not to be wondered at, that military requirements were the first to receive his attention. A military Depot was established in Karachi on the site of the present Depot Lines to provide accommodation and supplies for such British troops as were either proceeding up-country or had come down to Karachi for embarkation (This Depot was not abolished till 1871). A series of fortifications around Karachi sufficient to resist any Asiatic power was also projected by Sir Charles Napier, but Government declined to sanction this scheme. The Military Department however, having made up their mind that they had come to Karachi to stay, took possession of, and marked out as their Cantonment every yard of vacant ground that, from a European point of view, afforded a good site for houses, offices and barracks. This Military Cantonment area included not only what is now known as the Cantonment area, but also the whole of the Sadar Bazaar, all the land in the neighbourhood of the Sind Club, Trinity Church, Freer Hall compound—all land to the east of the Victoria Road, Soldiers' Bazaar, Government Gardens, Bhustiwara, Baggarkhata, 'Gharikhata Ranchore Lines—all the land near the Travellers' Bungalow (now the Y.W.C.A.), the Small Causes Court, together with an enormous area between the N.W. Ry. and Clifton Gazi,—in short, all the land east of the old native town that was worth having. To the Civil Departments of Government and the European public was allotted a narrow strip of land from the north-west corner of

Mr Walker also suggested Tidal Basins and Quays (£300 000), a Graving Dock (£60 000) and an East Pier (£40 000) but these works were not so urgently needed.

Orders were issued in 1860 for the construction of all the urgent works except the Manora Breakwater which was not started till 1869. All these works including the breakwater were duly completed and can be seen at the present day producing exactly the results to attain which they were designed—a wonderful testimony to the knowledge and foresight of Mr Walker. In 1877 Government sanctioned a grant of one lakh of rupees annually for ten years to be spent on dredging. In 1880 the Karachi Harbour Board was formed to carry on further the work of developing Karachi's harbour. This Board was the embryo of the present Karachi Port Trust which came into being on the passing of the Karachi Port Trust Act of 1886. To this Port Trust Government have delegated the duty of conserving and developing Karachi Port—a duty that has been carried on most successfully to date. The doings of the Karachi Port Trustees will be related on a later page.

ADMINISTRATIVE DEVELOPMENTS—Sir Charles Napier divided Sind into three Districts—Karachi, Hyderabad and Shikarpur, each in charge of a Collector with Deputy Collectors. Under these were placed the whole staff of Kardars who had been employed by the Mirs on salaries calculated at one half their former emoluments. It is doubtful if this administration was very efficient. Crime was suppressed with a strong hand, including wife murder which seems to have been very common, but progress with roads, bridges, court houses, serais, offices, police stations and other public works was exceedingly slow. Not until the arrival of Mr Bartle Frere (1851—1859) did Sind and its Capital really move forward. Mr Frere's interest in the development of the harbour has already been mentioned. His energy further revealed itself in the stimulus that he gave to private railway and steamer enterprises. (The Sind Railway Co. was formed in London in 1855 and work commenced in Karachi in 1858, the direct English mail steamer service between Aden and Bombay via Karachi advocated by Sir Bartle Frere still awaits a Sind champion to convert the idea to reality.) Mr Frere started roads, bridges, travellers bungalows and other public conveniences. He was the Official who first introduced the postage stamp in India and his three 'Sind District Dawk' stamps are among the prized rarities of many stamp collectors of to-day. Education received a strong impetus at his hands and the first Government English School in Karachi was opened in 1853.

Sind is now administered by the Governor of Bombay in Council through the Commissioner in Sind who has larger powers than those of an ordinary Commissioner of a Division. There are at present seven d.s.

tricts in the Province namely Upper Sind Frontier Sukkur Larkana Nawabshah Thar and Parkar Hyderabad and Karachi. The Karachi District is divided into nine talukas and three mahals as shown below —

Taluka or Mahal	Headquarters	Area Sq. M.	Popu- lation (1911)	Average Annual Land Revenue
1 Shahbandar Tal	Ladnun	1 516	32 723	Rs 88 619
2 Jati Tal	Mughbulun	2 145	35 847	1 07 748
3 Sujawal Tal	Sujawal	269	34 656	1 11 336
4 Mirpur Bathoro T	Mirpur Bathoro	269	38 942	1 34 845
5 Tatta Tal	Tatta	1 225	47 221	58 085
6 Mirpur Sakro T	Mirpur Sakro	1 138	31 238	56 540
7 Ghorabari Tal	Kotri Allah Rak hah	564	31 755	71 440
8 Ketti Bandar Mah	Ketti Bandar	564	1 784	74 440
9 Kotri Tal	Kotri	998	40 495	56 605
10 Manjhand Mah	Manjhand	58	21 805	46 444
11 Kohistan Mah	Thano Bala Khai	1 806	18 483	3 740
12 Karachi Tal	Karachi	1 677	186 772	64 700

The first four constitute the Shahlundui Sub Division of which an Assistant Collector has charge. Headquarters Sujawal in cold weather Karachi during the hot season. The next five — 5 to 9 — are the Tatta Sub Division with an Assistant Collector in charge. Headquarters Karachi in the hot season also a bungalow at Tatta. The Kotri Taluka and the Manjhand and Kohistan Mahals (i.e. the Kotri Sub Division) are under a Deputy Collector who has headquarters at Kotri.

The Karachi District is in charge of a Collector who has (or should have) an Assistant Collector to help him. The civil administration of the District is entrusted to the Collector who is Superintendent of Stamp and often holds other offices. The revenue work of Karachi City is performed by a City Deputy Collector. Up to the present Government have omitted to provide adequate Government Offices or Government bungalows for its Officials. Private offices and bungalows have therefore to be hired for their use.

JUSTICE—From the system of military courts instituted by Sir Charles Napier progress has been made step by step until in 1906, Bombay Act I brought into existence in Karachi the Court of the Judicial Commissioner which is now the highest Court of Appeal in civil and criminal matters in the Province of Sind and also the District Court and Court of Sessions of Karachi. It consists of three (or more with the sanction of the Government of India) Judges of whom one is the Judicial Commissioner and the others are Additional Judicial Commissioners. Of the latter one must be a barrister of not less than five years standing. Each of the Judges has all the powers and exercises the jurisdiction of a Judge of a District Court and Sessions Judge within the Karachi District. All appellate or revisional jurisdiction other than that of a District or Sessions Court is exercised by a Bench of not less than two Judges. In the event of their disagreeing the appeal or case is referred by the Judicial Commissioner to the third Judge or to a Bench consisting of three Judges. The Bombay High Court has no jurisdiction in or over Sind excepting as regards (1) its powers under the Administration General Act 1874 (2) decrees in matrimonial cases and (3) European British subjects. Like the District Court of Karachi before it is a Colonial Court of Admiralty.

Subordinate to the Court of the Judicial Commissioner of Sind are the following Criminal Courts of (1) the Sessions Judge, (2) the Additional Sessions Judge (3) the Assistant Sessions Judge (4) the First Class Magistrates (5) the Second Class Magistrates and (6) the Third Class Magistrates. The Courts mentioned below are located in Karachi.—The Courts of (a) The District Magistrate (with jurisdiction over the entire Karachi District) (b) The Port Officer (Keamari only) (c) The City Magistrate (d) Additional City Magistrate (e) The City Deputy Collector (f) the Cantonment Magistrate and (g) Small Causes (with jurisdiction over the whole town and taluka of Karachi). The work of Registration (of Deeds etc.) is done in Karachi by full time Registrars at the Court of the Judicial Commissioner and at the Court of Small Causes.

THE POLICE—The introduction into the Province of an organised Police Service was entirely the work of the British Government. The duties of the police were entrusted by the Mirs to the Kardars and Jagirdars under whom watchmen were employed to guard the town gates by day and to patrol by night while villages had their own watchmen and trackers who were paid at harvest time like other village servants. In Hyderabad a Kotwal or City Magistrate with police powers and a force of twenty peons was employed whose remuneration like that of all the Amir's establishments consisted partly of perquisites. In the country an unwritten law held every Zamindar answerable for any criminal tracked into his limits until he was tracked out again. This seconded by the pr

prompt and stern punishments in vogue was very effective and there is evidence that the introduction of the British methods was followed by a noticeable increase of ordinary crime. The system of Military Police introduced by Sir Charles Napier has been generally admired. According to Sir Bartle Frere it was far in advance of any other in India and became the model for most of what was good in subsequent reforms of the Indian Police. And it has undergone less change than any other branch of his administration. Two cardinal principles of the system were that a police Officer should be independent of the magistracy and that he should exercise no magisterial functions. The command of the Sind Police was entrusted to a Military Officer styled the Captain of the Police under whom three Lieutenants of Police also Military Officers controlled the District forces of Karachi, Hyderabad and Sukkurpur. The second captain of the Police was Lieutenant E. C. Marston who saved Sir Charles Napier's life at the Battle of Miani and he remained the head of the Department until the appointment was abolished. Afterwards General Marston was a well known figure on the Karachi race course until his death in 1902 about 59 years after the conquest. In 1861 the designation of the Captain was altered to that of the Commandant, the Lieutenants becoming the Captains of the Police. In 1865 on the posts of the Commandant and Captain being abolished the immediate control of the Police devolved upon the Commissioner in Sind and the District forces were placed under the command of Superintendents. In 1905 the Commissioner's supervision of matters concerning the equipment, discipline and efficiency of the force was transferred to a Deputy Inspector General of Police for Sind. There have been additions and partial re-organisations several times since that and at the present time an extensive re-organisation is impending.

In Karachi the distribution of the Police in 1915 was as follows —

Police Stations	Inspectors	Sergants	Sub Inspectors	Head Constables	Con- stables	Total
Karachi H. quarters			1	40	266	307
Karachi City	2	3	10	34	231	280
Karachi Cantt	1	3	3	13	128	148
Karachi Harbour	1	3	3	21	52	78
Mahr			1	4	14	19

Many complaints have recently been made regarding the inadequacy and inefficiency of the Karachi City and Karachi Harbour Police. It is understood that Government are investigating matters. The police at

present lack adequate offices. Quarters and house accommodation for superior Officers. The District Superintendent of Police Karachi has recently been residing at Landhu—13 miles away from Karachi—a most unsatisfactory arrangement.

THE JAILS—Under the Miers imprisonment in default of payment of a fine was very common. When a thief was caught he was fined four times the value of the property stolen, three fourths of the fine being taken for Government and one fourth restored to the complainant. If the man was too poor to pay he was kept in durance till his friends paid for him. But he was not maintained at the expense of the State. On the contrary he was taken out daily to beg for food and whatever he got in excess of actual necessities was appropriated by the Government so he became a source of revenue. Imprisonment for an indefinite period was also a common punishment for murder. But it does not appear that there were many prisons. Criminals were shut up in a guard house or put in stocks or chained up. The Jail of modern civilization was therefore a novelty to the Sindh and the first effect of it is thus described in an official report made by Lieutenant Hugh James in 1847. "When it became known that the prisoner in the jail was as well and in many cases better off than the labourer, the cultivator or the artisan receiving his anna per diem and doing little if any work, feeling too that his family was comfortable at home and that in case of theft the property was concealed and ready for him on release it naturally followed that imprisonment lost all its terrors and I am of opinion that many cases of cattle theft occur in which the sole object of the prisoner was to get jail subsistence." Principal jails were established by Sir Charles Napier at Hyderabad, Shikarpur and Karachi and minor prisons at many places. The management of the first was entrusted to the Lieutenant of Police and that of the other to the Deputy Magistrates. The Captain of the Police controlled the whole. With the introduction of the Criminal Procedure Code and the remodelling of the machinery of justice the administration of prisons passed out of the sphere of Police duties. Since 1863 the jurisdiction of the Inspector General of Prisons of the Presidency has included Sindh. A description of Karachi's New Jail—one of the finest and most up to date in India—will be found on Page A 18.

WHAT THE KARACHI MUNICIPALITY HAVE DONE

ORIGIN—**THE BOARD OF CONSERVANCY**—The history of the Karachi Municipality dates as far back as the year 1864 when on the outbreak of a very severe epidemic of Cholera Sir Charles Napier the Governor of

Sind, established a Board of Conservancy consisting of the principal civil and military officers of the station to look after the health of the city. This Board not having power to raise funds could do little good and became nearly defunct in 1851 when it was revived by Sir Bartle Frere the then Commissioner of Sind, who induced the Government of Bombay to apply to Karachi the provisions of the Municipal Act XXII of 1850. In 1852 the Board of Conservancy became absorbed into the first Karachi Municipal Commission established by a notification dated 8th September 1852 with the Commissioner in Sind Sir Bartle Frere as its President.

LEGISLATIVE ENACTMENTS—In October 1878 the Bombay District Municipal Act was applied to Sind and it was introduced in Karachi on March 24th 1879. This Act amended in 1884 continued in force until repealed by the Bombay District Municipal Act of 1902 and this Act is still in force having been amended in 1902 1904 and 1915.

The expansion and development of Karachi have resulted in rendering inadequate and obsolete the provisions of an Act designed to meet the requirements of all the Municipalities (except Bombay City) in the Presidency and Government are at present framing a separate Act for the City of Karachi a special officer having been deputed for the purpose.

PRESIDENTS—For seven years with the happiest possible results Sir Bartle Frere presided over the Municipal Commission and on his retirement in 1859 the Collector of Karachi became the ex officio President and upto 1885 he continued to be the ex officio President of the Municipality.

Since that date the President has usually been a non official member nominated by Government. In 1910 the Government extended to the Municipality the privilege of itself selecting its President and undertook to nominate the gentleman elected provided he secured two thirds of the votes of the total number of Council members.

At the two elections for the office of President immediately following the grant of this privilege there were two candidates for the Office. The successful candidate did not secure the requisite majority but was nevertheless nominated as President. In 1919 however Mr Harchandrai Vishindas was unanimously elected by the Members and nominated by the Commissioner in Sind and obtained the requisite majority to secure his nomination upto 30th April 1921.

Mr Harchandru did not offer himself as a Candidate for the Municipal Board after that date

Mr Ghulamali G Chagla was elected President by the Board which took office from 1st May 1921 and on his resigning the office in March 1922 Mr Jamshed N R Mehta has been elected as President

The following list of Presidents with their terms of office will be of interest —

Names	Term of Office
Lt Col W R Lambert Collector of Karachi	1865 to 1869-70 again from 1872 to 1873 and again from 1875 to March 1879
Lt Col L Dunsterville Collector of Karachi	1869 to 1871 again from 1874 to 1875
Col R R Wallace	1879 to July 1881
C F Boulton Esq	July 1881 to December 1884
James Grant Esq	January 1885 to November 1886
Alexander McHinch Esq	November 1886 to 1890
The Hon Mr Odharan Mulchand	January 1891 to December 1891
The Hon Mr James Currie	December 1891 to May 1895
J Possmann Esq	May 1895 to March 1896
The Hon Mr Tahiram Khemchand C I E B A I L B	March 1896 to October 1905
T L F Beaumont Esq	October 1905 to March 1910
H C Mues Esq M V O	March 1910 to October 1911
The Hon Mr Harchandru Vishandas C I E B A I L B M L A	October 1911 to March 1921

The Municipality has hitherto been well served by its Presidents and the prosperity of the town is largely due to the care and ability with which they have watched over its welfare. It may be perhaps invidious to particularize but amongst the distinguished men who have served in that office the late Mr Tahiram Khemchand C I E was President from March 20, 1896 to his death on October 24 1905—a period of nine years and a half. These were years of Plague Cholera and water famine, and the Municipal finances when Mr Tahiram took over charge, were in a deplorable condition. He had to increase taxation and consequently to meet considerable opposition from the ratepayers and the general public. But by tact,

straightforwardness, and unswerving loyalty to the best interests of the Municipality he obtained the confidence and respect of all with whom he came in contact and his untimely death was greatly deplored by all sections of the community. Subsequently Mr T L Beaumont (for 4½ years) and Mr H C (now Sir Charles) Mules for 1½ years rendered important services as Presidents of the Municipality. From 1911-1921 Mr Harchandru Vishindas C I E B A L L B M L A President was at the helm of affairs and, by clear insight, swift judgment and unfaltering resolution successfully presided over the destinies of the city ably assisted by the present Chief Officer and Chief Engineer Mr Moishum L U A O B I M I N S T C E.

AREA — The present limits of the Karachi Municipality comprise an area of nearly 71.42 square miles of which it is estimated that approximately only 13 square miles form the inhabited portion.

CONSTITUTION — The Municipal Board is constituted as follows —

Hindus	19
Muhammadans	16
Parsis	3
Christians, Jews, etc	6
Karachi Chamber of Commerce	2
Indian Merchants' Association	2
Nominated by Government	6

Total 54

The electorate has been considerably augmented by broadening the franchise chiefly by including householders paying a yearly rent of Rs. 60 on the basis of the franchise adopted for the Legislative Councils of Government. With this franchise the electorate now numbers 20,778 as against 8,655 electors on the former roll. In addition the cumulative system of voting has been introduced in accordance with which in multiple-seated constituencies each voter gets as many votes as there are seats to be filled and has the right of giving all such votes to one candidate if he so chooses or to distribute them in any other proportion.

MUNICIPAL FINANCE—In 1853-1854 the Municipal income from all sources was 14,900 rupees, as against an expenditure of 10,146, the Chief source of income being the "Choongee Tax" or weighing fees, called in English, Town Duties—a relic of the Mirs. This tax was replaced by the Octroi cum refund system which finally gave way in 1915 to the present (Terminal Tax) system. The income in 1910-11 from all sources was Rs. 14,95,897 and the expenditure Rs. 14,21,681. The income during 1921-22 was Rs. 56,71,081, the expenditure being Rs. 55,95,509. The present income although apparently ranking at a high figure is not sufficient to meet the needs of the rising city and several important schemes have to be held over for want of funds.

POPULATION—The population as enumerated at the Census of 1921, in the City of Karachi including Railway Cantonment and Harbour areas is 2,16,883 as shown below—

Sex	Hindus	Mahomedans	Jains	Sikhs	Zoroastrians	Christians	Jews	Other religions
Male	63,904	59,253	1,118	11,566	1,181	6,206	127	138
Female	36,729	41,151	481	269	1,317	3,443	318	87
Total	100,633	100,406	1,600	12,265	2,702	9,649	445	225

VITAL STATISTICS—The birth rate during 1920-21 was 38.49 per 1,000 calculated on the Census population of 1921, and the death rate was 34.79 per 1,000.

Apart from this fact, excessive infant mortality is chiefly responsible for the undoubtedly high death rate. The Karachi Health Association established two years ago by the efforts of Mr. H. N. Crouch, a former Assistant Jointed Commissioner of Sindh, has for its object the reduction of infant mortality and of the danger to mothers, by putting the *dais* (Indian midwives) under trained supervision, enlightening the people of Karachi in all that concerns the care and preservation of health, by providing a Day Nursery, where mothers of the labouring classes can leave their

children under proper care, and by educating public opinion with regard to Malaria and other common diseases. The Secretary of the Association is Dr E D Shroff, L R C P & S L D P H (London), Health Officer of the Municipality.

The principal epidemic diseases in the city during recent years have been Plague and Influenza. The measures adopted for combating plague are (a) destruction of rats, (b) disinfection (c) protective inoculation, (d) evacuation (e) systematic improvement of insanitary buildings. In times of Influenza professional aid and care is voluntarily enlisted and medicines supplied free. Mr Jamshed N R Mehta has done much to alleviate suffering by organising the distribution of free medicines and clothes to the poorest classes of sufferers. Special measures are also taken against Malaria by the prevention of breeding places by filling in hollows and the destruction of larvae by a mosquito brigade. The town is practically free from Cholera but as a safeguard the water supply is regularly chlorinated.

WATER SUPPLY —Karachi has an excellent water supply though in years of scanty rainfall it is somewhat deficient in quantity. The first scheme to give the town a water supply was prepared under the auspices of Sir Charles Nicolson by Lt Barker in 1845. The proposed source of supply was the Malir River and the Scheme was purely a Military one, intended to supply water to the troops only. Between 1845 and 1878 eleven schemes were proposed seven of which were to obtain water by means of wells or galleries from the bed of the Malir River the chief of them was that by Captain De Lisle which was accepted by the Corporation and submitted to Government for approval. Ultimately it did not take shape. The last scheme was that of Mr James Strachan Civil Engineer and Engineer to the Karachi Municipality. His plan first put forward in 1874 and modified in 1878 was approved by Government and carried out between February 1880 and April 1884 when the works formally opened. They consist of two wells on the banks of the Malir River some 18 miles from Karachi a masonry conduit from the wells to the distributing Reservoir at Karachi the distributing reservoir itself and a system of cast iron distributing mains. The cost of these works was about Rs. 11,000. Since 1884 the source of supply has been extended first by tapping the Malir River 5 miles above the original wells at a place called Dumlotte, and carrying the water there obtained by a masonry conduit to the wells and there connecting it with the main conduit to Karachi and later by sinking three more wells in a heavy water bearing stratum 4 miles from Dumlotte and pumping water from these wells into the masonry conduit. The

supply has been still further augmented in recent years by laying reinforced concrete pipes and galleries at Dumlotte

The water supply for Karachi runs by gravity along nineteen miles of covered aquaduct from Malir to the "Sydenham," "Temple" and "Currie" Reservoirs to the east of Karachi—*vide* page A 26. From these reservoirs the water is carried in iron mains and pipes throughout the whole of the city and suburbs

The daily supply averages 5·14 million gallons for all purposes working out to 26·6 gallons per head of the estimated population. But owing to the expansion of the city the demand for water has increased and the existing conduit whose capacity is 5 million gallons although running full bore cannot bring sufficient water to meet the increasing demand. Proposals are still before the Municipality on a report of Mr Measham Lea, O B E , M I N S T R , the Chief Officer and Chief Engineer, for constructing another conduit from Malir to Karachi with a carrying capacity of 15 million gallons per day with additional wells at Dumlotte carried down to a deeper level and served with special pumping plant. These proposals have been approved by the Municipality and application has been made to Government for sanction to the raising of a loan

DRAINAGE —Karachi is one of the few towns in India that is provided with a thoroughly up-to date and efficient Drainage system. The town is so flat that a gravitation system was not practicable, and Mr James Strachan, C I E , therefore recommended the installation of the Shone Hydro-pneumatic system. Between 1892 and 1895 the most thickly populated portion of the native town containing some 28,000 inhabitants was provided with this system at a cost of about 6 lakhs rupees. This installation proved a complete success though after plague broke out in 1896 many of the residents within the sewered area imagined (wrongly of course), that the drainage system was responsible for the epidemic. For some years this view was very strongly held and curiously enough by some who had had the advantage of an "English" education indeed, among some of these, it is even yet not dead! Since 1907 the system of underground drainage has been extended to other quarters of the town, and recently to the Civil Lines and Frere Town Quarters the total cost of such extensions being Rs 17,20,000. The cost of pumping sewage is 1·70 annas per 1,000 gallons of sewage discharged at the outfall. Connected with the installation are two sewage farms the first of which has proved very suc-

cessful and is probably the only farm of the kind in India that has been successful. The second farm which is located due east of Civil Lines and Cantonments beyond Chenasar Village has recently been opened to take the sewage from the Civil Lines and Frere Town Quarters the house drain connections in which quarters are now being made.

ROADS—In 1842 Karachi had not a single metalled road. Outside the walls of the Native town there were no roads whatever and within the walls the roads and lanes were crooked narrow uneven and neither drained nor metalled. To-day there are six miles of paved roads and lanes chiefly in the Old Town seventy three miles of metalled roads and four teen miles of unmetalled roads. Generally the roads are well aligned satisfactorily drained and of ample width. The roads are of the water bound, macadam type and were satisfactory up to a recent date but with the advent of motor and other mechanically propelled heavy rolling traffic, the water bound macadam road is no longer able to withstand the wear and tear, and the Municipality are faced with the problem of providing a more permanent form of road surface. They have under consideration a report from Mr Measham I.E.A. O.B.E. M.I.N.S.T.R. the Chief Officer and Chief Engineer for providing asphaltic roads on the system which have recently been tried and proved to be successful in the principal cities of the United Kingdom.

The chief thoroughfares in the city are provided with footpaths but the man in the street has not everywhere yet learnt their best use. The advent of the motor car however is convincing the pedestrian that it is not only cleaner but safer to walk on the footpath than in the centre of the carnage way. In this connection it may not be out of place to mention that both footpaths and roads should be proportioned according to the traffic they will be required to carry—a consideration that has been ignored in the case of some of Karachi's footpaths.

In connection with Karachi's Municipal roads mention may here be made of the fact that Government have completed five new roads leading out of Karachi to the surrounding country namely

- (a) One to the *north*—from Napier Road across the old bed and present bed of the Lyari River past Shersha Village to the Hub River—fourteen miles
- (b) One to the *north east* in continuation of the New Jail Road to Sehwan—section completed beyond the Jail—three miles

mittee an annual sum of Rs 12 322 for repair of roads lighting etc Other sources of Cantonment revenue are land house and conservancy taxes etc the income from which for the last three years has averaged Rs 54,251 The average expenditure chiefly on conservancy has been Rs 49 199

Excepting only Frere Street and Ingle Road the roads in Cantonments are but indifferently lighted

MANORA —In October 1904 the whole of Manora was declared a Cantonment The area included is 302 acres and 32 guntas Baba and Bhiti islands not being part of it The Manora Cantonment Committee consists of five members one of whom represents the Karachi Port Trust. The Cantonment Magistrate of Karachi is the Secretary The sources of revenue are a property rate on houses and lands a sanitary cess on non military residents and a tax on animals Until these imposts were legalised in November 1905 the Committee was dependent on a Government grant in aid of Rs 1 787 which has since been stopped The income from all sources for the last three years has averaged Rs 4 229 The average expenditure has been Rs 5 732 The principal item of expenditure besides general administration is conservancy The military roads in the Cantonment are maintained by the Military Works Department but other roads by the Cantonment Committee

WHAT THE KARACHI PORT TRUST HAVE DONE

THE KARACHI PORT TRUST came into existence on the passing of the Karachi Port Trust Act of 1886 Previous to this date the Port was managed under the orders of the Commissioner in Sind by a Master Attendant and other officers Sir Charles Napier took the deepest interest in the Port entertained the strongest belief in its great future and inaugurated the preliminary measures for its development Sir Bartle Frere continued these measures and is chiefly responsible for the works now familiar to all and described on page B 9

In 1870 was commenced and in 1873 completed the breakwater (designed by Mr Walker) which forms a continuation seaward of Manora headland and protects the harbour entrance from the fury of the South West Monsoon This is a work of inestimable value as must be obvious to anybody who witnesses the extraordinary violence of the waves dashing against and breaking over this protective work during the prevalence of the monsoon The Breakwater was actually built by Mr W H Price M.C.E. Port Engineer who served in that capacity from 1860 to 1890

At the time 1873 it is to be remembered the Port was merely an anchorage There were no docks no ship piers no wharves and all export and import goods by sea going vessels had to be shipped and landed by means of country boats



J. B. S. THURBON, ESQ., C. I. L.
CHAIRMAN KAIACHI POIT TRUST

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In the year 1880, the Viceroy, Lord Ripon laid the first stone of the first ship pier named the Merewether Ship Pier after Colonel Sir W L Merewether, K.C.S.I. Commissioner in Sind who died at about the time the work was commenced. This ship pier was completed in 1882 and served a useful purpose for many years but disappeared in 1908 in the course of carrying out the general scheme of harbour improvement.

The most interesting fact connected with this pier is that H.M.S. 'Renown' was berthed thereat in 1906 when Their Royal Highnesses the Prince and Princess of Wales (now Their Majesties King George and Queen Mary) at the conclusion of their first Indian Tour embarked upon her and sailed for England on the 19th March 1906.

The Harbour Board of which the first *ex officio* President was Col C F Boulton Collector of Karachi was constituted in 1880 and existed from that year to 1886. During these years the general plan on the lines of which the Harbour facilities have now been provided and, as regards the Eastern shore practically completed were as to general principles decided upon and much useful preliminary work was done.

From time to time during the life of the Harbour Board the necessity for the formation of a Port Trust was urged upon Government by the bodies and individuals interested and eventually orders were issued resulting in the passing of the Karachi Port Trust Act No VI of 1886, Bombay. The Port Trust Board constituted under this Act held its first meeting on the 4th April 1887.

The Chairman, practically *ex officio* was the Collector of Karachi for the time, the first being Col R I Crawford C.I.E. who had previously held the position of President of the Harbour Board. Of the remaining members 4 were nominated by Government and 4 elected by the Chamber of Commerce and Municipality.

In the year 1902, the number of Trustees was increased to eleven since which the constitution of the Board remained practically the same up to the 31st October 1909. For some years previously representations had been made from time to time to Government regarding the necessity for the appointment of a full time Chairman as it was felt that the Collector and District Magistrate of Karachi with the administrative burden of a district of some 12 000 sq miles in area upon his shoulders could not

possibly find time also to conduct the duties of Chairman, having in view the extraordinary expansion of the trade and enlargement of the Port, Government eventually accepted the suggestion and on the 1st of November 1909, Mr H C (now Sir Charles) Mules, C S I., M V O., O B.E., relinquished the Collecto ship of Karachi and took charge of the appointment which he had previously been holding *ex-officio* for several years while Collector of Karachi.

KARACHI HARBOUR IN 1887

When the Board of Trustees in 1887 assumed their duties they found themselves in possession of a Port supplying as regards facilities for accommodating steamers, etc up to 3 000 tons burden—

Anchorage for three ocean-going steamers ,

Moorings, fixed and swinging for eight ocean-going steamers ,

The Merewether Pier accommodating one large ocean going steamer ;

A wharf, the Napier Mole Boat Wharf, 680 ft long, for the accommodation of the country craft trade

The construction of a wharfage line, 2,000 ft in length, for the accommodation of five ocean-going steamers, had then just been commenced

The creation of the Karachi Port Trust appears a suitable starting point for purposes of comparison with present and past conditions as regards the latter development of the Port, its revenue, debt and the value of its trade

As to development, while steady progress was made in the thirteen years of the last century, it will be observed from the statistics given further on that in all these respects the years from 1903-1920 have been the most eventful and progressive. In fact, during these years the Port has developed into one of first-class importance and a most valuable Imperial asset

It may be mentioned that the status of Karachi as a First-class Port was only technically and formally bestowed in the year 1907

KARACHI HARBOUR IN 1922

The shipping facilities at the present day consist, within the harbour, of accommodation available as to draught for any vessel that can pass through the Suez Canal, a condition which it is intended to maintain,

while those drawing 25 ft and under can enter and leave the harbour at the lowest state of the tide and those drawing a little over 30 feet at the highest state. The vessel holding the record for the deepest draught on leaving the harbour is the S S Invernia on the 8th January 1916 with 30 ft 6 in.

The following works now exist on the Eastern side of the Ship Channel commencing from the south end where the Eastern Groyne (a work proposed by Mr Walker) constructed in 1863 and 1865 springs from the mainland —

1 Bulk Oil Pier at which liquid fuel oil and petroleum are discharged by pipes direct into the installation of the Standard Oil Co of New York, Burmah Oil Co, Ltd, Asiatic Petroleum Co, Tank Storage Co, Ltd and Anglo Saxon Petroleum Co, Ltd and drums and tins into Railway wagons. This pier was built in 1909.

2 Boat Basin 11 acres in extent for landing and embarking passengers and goods etc from and on vessels in the stream with railway service and hydraulic cranes built in 1911.

3 Return Wharf 325 feet long for coasting steamers served by railway and hydraulic cranes built in 1912.

4 Continuous line of wharfage 8600 feet in length completely served by railway with 87 hydraulic cranes of 35 cwt one of 30 tons one of 14 tons. This wharfage line is divided as follows —

(a) Merewether Wharf 4 ship berths (this was built in 1909 and the old Merewether Pier was removed when this straight line of wharf was constructed)

(b) Erskine Wharf 3 ship berths part of the old Erskine Wharf built in 1888 was removed when the line of wharf was strengthened in 1908.

(c) James Wharf 3 ship berths built in 1895.

(d) Younghusband Wharf 4 ship berths built in 1907-10.

(e) Giles Wharf 3 ship berths built in 1906-07 (all named after former Commissioners in Sind).

5 Heavy Lift Pier one 14 ton crane (for use in connection with a 30 ton floating crane) built in 1914.

6 Napier Mole Boat Wharf 1 824 feet in length for country craft trade To the original length of 680 feet before mentioned, 1,000 feet were added in 1907 09 and 192 feet in 1915 a length of 48 feet was cut off in 1910 owing to the building of the new Railway bridge across the Chinna Creek

There are thus 17 ship berths in line at which vessels can lie, discharge and load with the greatest ease and rapidity and two other ship berths well suited for the purposes they serve

There are also 20 moorings in the stream for ocean going steamers and ample anchorage for innumerable country craft

In the year 1909 the Board installed in the Manora light house a new flash light of great power at a cost of Rs 1 15 948 in place of the old low power fixed light which they inherited from the Harbour Board In the year 1914 Government installed a flash light in a new light house at Cape Monze distant 20 miles west of Karachi, and a light ship has since been provided by Government for the mouths of the Indus, south east of Karachi It is at present in the Persian Gulf having been lent to the Imperial Government for service during the construction of a new lighthouse on Sheikh Shuaib Island

At the North end of the Ship Channel is the Native Jetty with warehouses used by vessels discharging and loading in the stream, etc This was built before the Port Trust was constituted but has been largely improved and additional warehouses built in the present century

The Board in 1909 purchased an area of 177 acres mostly tidal swamp from the Karachi Municipality which they reclaimed and constituted a Produce Yard named after the late Mr A Thole who was an able and valued Port Trustee of 35 years They have also since 1909 reclaimed an area of 61 acres and constituted thereon the Mansfield Import Yard named after a former Commissioner in Sind complete with ample ranges of warehouses for import cargo on the Karachi side of the Chinna Creek

They have also since the beginning of the century reclaimed about 115 acres of land between Keamari and the Chinna Creek, thus enormously enlarging their Keamari Railway and Produce Yards which have been reconstructed with a view to the convenience of merchants and rapidity of working

This reclamation has also completely consolidated the area between the Chinna Creek Bridge and Keamari to the North of the Napier Mole Road

An immense number of minor improvements have been effected which cannot be here mentioned in detail

The following figures relating to financial years (1st April to 31st March) show how the revenue and expenditure have progressed —

Year	Revenue Rs	Expenditure Rs
1887-88	4 63 696	5 11 137
1897 98	9 03 922	8 97 841
1907-08	32 04 986	26 45 278
1917 18	66 76 962	50 78 748
1918-19	55 80 250	55 70 649
1919-20	43 22 545	52 29 933
1920 21	58 31 034	56 23 944
1921 22	63 18 378	61 27 745

It will thus be seen that in thirty four years the revenue has increased to over fifteen times as much as when the Port Trust was constituted. The decrease in revenue which has taken place after 1917 18 is principally due to the restriction on the Export of wheat which has been in force during the last few years. When this restriction is removed it is expected that the Port Trust revenue will be considerably increased.

The value of the trade of the Port for corresponding years is as follows —

Year	Import Rs	Export Rs	Total Rs
1887 88	6 18 61 331	4 08 16 877	10 26 78 208
1897 98	8 71 07 380	7 27 20 313	15 98 27 693
1907-08	21 66 01 881	11 14 26 339	32 80 28 220
1917 18	23 03 65 700	36 80 86 461	59 87 52 061
1918 19	21 15 31 712	28 59 74 501	49 73 05 213
1919 20	33 54 13 854	28 56 32 138	62 10 45 992
1920 21	50 36 96 493	29 99 02 761	80 35 99 954

In the earlier years of the Port debt was incurred by loans from Government. These were inherited by the Port Trust Board from the Harbour Board and have since been paid up.

The complete figures are as on 1st April of each year —

Year	Outstanding Debt
1887 88	11 08 887
1897 98	43 99 766
1907 08	81 44 447
1917 18	2 60 03 538
1918 19	2 58 84 923
1919 20	2 57 61 120
1920 21	2 56 75 457
1921 22	2 55 85 896

The Board since the year 1887 have raised loans in the open market under the Local Authorities Loans Act and later under their own Act as since amended. The repayment at maturity of all loans is fully provided for by Sinking Funds which are maintained under Government audit.

The position of the Trust financially is very strong as with a comparatively small debt they own an immensely valuable property in land and material and have established a Reserve Fund in case of need which stood at the following figures for the years given on 1st April —

Year	Reserve Fund
1887 88	Nil
1897 98	2 00 000
1907 08	15 00 000
1917 18	40 47 695
1919 20	36 64 316
1920 21	27 62 470
1921 22	27 07 321

Total investments on March 31 1922 were Rs 1 39 72 100

As regards Harbour Extension the Board have embarked upon a scheme which is estimated to cost nearly 3 crores of rupees say £2 000 000

This is known as the Karachi Port Improvement Scheme 1921 and provides for the immediate construction of three and later on as required up to thirteen miles further on the West side of the Harbour. So far a site

sufficient for six berths has been reclaimed by means of the Suction Dredger 'Graham Lynn' and it is not intended to reclaim any further area until the necessity of constructing additional berths arises.

In 1919-20 Mr Palmer of Messrs Rendel Palmer and Tritton Consulting Engineers London was engaged by the Board to report on the West Wharf Scheme and the future development of the Port. Mr Palmer's report follows the general lines laid down by the Board for the expansion and improvement of the Port of Karachi namely —

1 The immediate construction of a quay wall for six berths and equipment thereof on the Western side of the main ship channel

2 The construction of two ship berths at the Native Jetty

3 The widening of the Native Jetty frontage

4 Improved accommodation for country craft

5 The provision of a fishermen's harbour

6 More Oil Piers and a Second Boat Basin

7 A Graving Dock

8 The development of the Lower Harbour Scheme

Detailed plans for the West Wharf have now been prepared showing transit sheds on the quay face. Portal type cranes spanning three lines of rail are proposed. These cranes will deliver into either the ground or first floor of the shed while on the land side goods can be taken away by cart or rail. The design is for imports but a certain amount of exports can be handled by rail.

A point also considered was the reclamation of the Chinna Creek and this is dealt with very fully showing that a small suction dredger can reclaim land on a remunerative basis. This reclamation can of course be done irrespective of the West Wharf Scheme and at any time.

The question of labour saving appliances of various kinds (including grain elevators) was also considered but Mr Palmer is of opinion that it would not be economical to instal such systems at Karachi at present.

Mr Neilson Chief Engineer, while on leave in England in 1920 was deputed by the Board to visit and report on the best systems of grain elevators in Canada and United States of America. He actually inspected the systems at Montreal Buffalo Port Arthur Fort William Duluth Minneapolis, Chicago New Orleans and Baltimore. His report on the subject is most interesting and instructive and will be of the greatest use

to the Board when the question of erecting grain elevators becomes a practical problem

The Board have recognized for some years the necessity of supplying housing accommodation both for their superior and subordinate staffs but the scheme has had to be temporarily postponed for financial reasons. It is hoped that a start will shortly be made.

The extension of the workshops at Minora is in progress several new machines have been procured and the new 160 B H P oil engine is now at work. The workshop when complete will be a very fine addition to the resources of the Port Trust and will be capable of doing a great deal of original work as well as the increased amount of repair work necessary for the large floating and land plant operated by the Trust.

A 30 ton floating crane to be named Pahlwan II is now in course of erection and it is hoped will be in commission about the middle of the year.

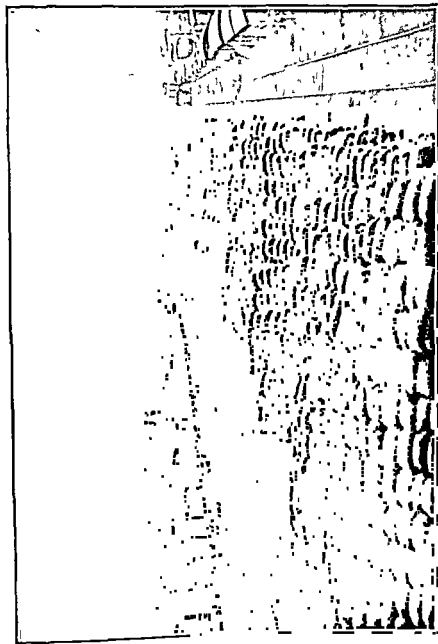
Subject to the sanction of Government being obtained to the raising of a loan it is proposed to commence work immediately on the three berths on the West side of the Harbour and to proceed with the work of extension of the Bulk Oil Pier and New Boat Basin as soon as possible.

KARACHI PORT CRITICISED

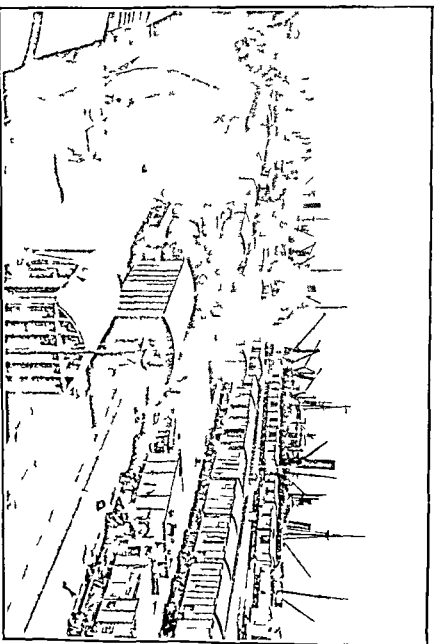
At a meeting of the Indian Section of the Royal Society of Arts held in London on the 15th April 1920 Sir George Buchanan K C I E late Chairman of the Rangoon Port Trust read a paper on 'The Ports of India their Administration and Development'. The lecturer dealt with all the chief ports of India. His views have been severely criticised in many quarters. The following extracts from Sir George Buchanan's references to Karachi are deserving of study —

The Port of Karachi depends for its prosperity almost entirely on the grain trade and a failure in the monsoon or other disturbing factor at once causes a serious fall in the revenue.

The greatest total export in one year was 3 000 000 tons of wheat barley maize gram and a certain quantity of military stores in 1917 1918 and the greatest export of wheat was 1 380 000 tons in 1914 1915. Imports vary from 700 000 to 1 000 000 tons per annum and on an average the total quantity of export and import be taken at 2 500 000 tons to 3 000 000 tons per annum from which the Port Trustees derive a revenue of approximately Rs 1½ per ton.



KARACHI PORT.—KLAMARI WHARVES FROM NORTH OVERRIDGE EAST—LOOKING NORTH



NEWPORT R.I. NEWCASTLE WHARVES FROM THE LINDSEY WEST-LOOKING NORTH

The financial position is not particularly strong. The total revenue varies from 35 to 60 lakhs and the Port Trustees consider 50 lakhs as a safe average to depend upon for the next ten years. The expenditure except in an abnormal year runs the revenue very close. The total debt is 257 lakhs and the annual payment in interest and sinking fund 15½ lakhs. The revenue is 36½ lakhs. New schemes are under consideration estimated to cost 250 lakhs which at 8 per cent for interest and sinking fund will add another 20 lakhs to the revenue expenditure an amount it will be obviously difficult to meet unless rates and dues are greatly increased or there is a very material increase in trade.

At present there are neither storage sheds for grain nor grain elevators and during the busy season some six thousand wagons of the North Western Railway are confined to the railway district owing to the difficulty in disposing promptly of their contents. One solution of the problems is the installation of grain elevators at the port and in the grain producing districts in which case any great scheme of wharf extension might safely be postponed for the time being. The declared policy of the Port Trust is however to defer action in the matter of elevators until there is an actual practical demand either from the trade or the North Western Railway.

The trade are at present quite satisfied with the existing state of affairs and will continue using railway wagons as warehouses so long as they are available but the railway is getting restive. A committee appointed by the Government of India in 1909 reported generally in favour of elevators and there seems little doubt that with the certain expansion of the Karachi wheat export trade elevators will ultimately be required in order to bring Karachi into line with other grain exporting ports.

It will be matter for regret if when that time comes the Port Trust are so committed to the old system and have spent so much on new wharves that it will then be too late for the change.

The fact is that the whole future of Karachi requires the deepest consideration from the Imperial point of view as it must some day be a very large port and in addition to the yearly increasing export trade from Sind and the Punjab Karachi is marked out as the Chief Indian port for the trade with Mesopotamia and Persia. The people of Karachi are disposed to think that it might even now be a much greater port had it not been for jealousy on the part of Bombay who looked upon Karachi as a dangerous rival. I doubt if such was ever the case to any material extent. The development of Karachi has been limited to the export requirements of the Punjab and Sind and every extension of the irrigation systems in these provinces has led to increased exports with demands for increased port accommodation. Karachi is 200 miles nearer to Aden than Bombay and when a direct broad gauge line is constructed Karachi will be a hundred

miles nearer Dhu than Bombay and therefore that she has a claim to be the principal Indian port for mails and passengers from Europe. It must however be remembered that Karachi does not possess even the amenities of Bombay and that consideration must be shown to mails and passengers to and from Bombay and Calcutta. I should therefore be surprised if Karachi could ever put up a strong enough case to supplant Bombay as a terminus for mails and passengers to and from Europe.

DEFECTS OF PRESENT SYSTEM OF PORT ADMINISTRATION

The defects of administration under Port Trust are similar to those that obtain elsewhere viz that local bodies are apt to look at port affairs chiefly from their own standpoint instead of from the larger and Imperial point of view and that they are as a rule devoid of imagination and courage and prone to opportunism.

A Port Trust in India labours under immense difficulties compared with similar institutions in Great Britain. Amongst others they suffer from (a) lack of competent supervision and often of competent counsel (b) the constant change of *personnel* whereby it is rare for any one individual set of individuals to see the fructification of their policy. Moreover the majority of the members of an Indian Port Trust are very ignorant of port work and the Europeans who are often on the verge of retirement take as a rule but little interest in schemes which will only come into being after they have left the country. The members and staff have also not the opportunities of acquiring experience such as is obtainable in the United Kingdom where officials and trustees of ports have ordinarily only to take a short railway journey to compare notes with any one of fifty neighbouring ports. As in all administrative work in India (and not only in India), the personal equation is generally the most important factor in efficiency and affairs are left largely in the hands of a whole time chairman who unfortunately is at times selected without any previous experience of port work and at the time of his appointment only knows a port as a place he passes through on his way from and to England.

On the whole I am in favour of a continuation of control by bodies of men representing the various interests not because it is the most efficient method of working a port a municipality or any other public undertaking but because it has been our policy for many years to encourage local self government.

Assuming however that the ports continue to be managed by bodies of trustees I am of opinion that their powers and responsibilities should be materially increased and that the chairman should be a well paid practical and thoroughly competent man invested with considerable authority and

wide powers especially in matters of detail. I have also for a number of years held the opinion that there should be a system of unified direction and control of ports by the Imperial Government of India who should take a much livelier interest in the higher policy of port development and the co ordination of ports with interior transport.

The best solution of the whole problem would in my opinion be the creation of a Department of Communications to deal with railways inland waterways and ports roads being left to the local Governments. In regard to ports the control should be in the shape of guiding the policy in the interest of the Empire rather than interference with detail but there should be at the same time an insistence on the execution of vitally important works such as for instance the improvement of the Hooghly River and the provision at Karachi of adequate facilities for the grain trade. The Port Trusts should also be helped financially by Government including in its loans the sums required for port development the money being transferred to the port authority at a slightly enhanced rate over and above the Government loan terms. At present the Government contents itself by scrutinising the application of a port authority to float a loan before sanctioning its issue and by seeing that the loan is not put upon the market until all Government loans have been floated and disposed of.

REPLIES TO SIR GEORGE BUCHANAN

MR H S LAWRENCE C S I C S (Commissioner in Sind) said that in regard to Karachi Sir George Buchanan had stated that the financial position was insecure and he based that view on the fact that the expenditure almost equalled the revenue. Surely it was a first principle of correct budgetting to levy no more taxes from the public than were required to balance expenditure and every port should be as cheap as possible so long as it met its expenditure. Moreover Sir George quoted figures which showed that the debt of Karachi was equal to only four years' revenue while in another paragraph they found that the debt of all ports in India was equal to eight years' revenue. And again while Calcutta and other ports had levied special war taxation Karachi had levied none. He (Mr

Lawrence) submitted that it was clear that this charge of financial insecurity was based on a misapprehension. Sir George also said that Karachi could not challenge Bombay as a port for passengers and mails because it did not possess the 'amenities' of Bombay. If by "amenities" was to be understood climate, there were few persons with an experience of both cities who would prefer the climate of Bombay to that of Karachi. But if they were to interpret that word as covering hotels and entertainments, it was natural to expect that the supply would not precede the demand. Sir George had described the immense variety of interests with which port authorities were brought in contact. There were not only the shipowners and the merchants who called for despatch and safety in the handling of ships and cargoes, there were also the military, naval and railway authorities, there were the passengers and mails, and behind all the governing consideration must always be the welfare of the country served by the port. There were two important omissions, the care of dock labour and the welfare of seamen. Dock labour, with its casual employment, now the subject of special inquiry at home, would soon be demanding attention in India. During the war they were on the verge of dock strikes in Karachi more than once. The seamen, both Indian and European, had a claim to better consideration than they had yet received. Their interests had been left largely to private charity, and the law which authorised Port Trusts to utilise their funds for their benefit had been almost forgotten. The gratitude of the Empire for the heroism of the Mercantile Marine had been expressed in words over and over again. It was time that the port authorities were urged to make good this gratitude by adequate provision for the comfort and entertainment of these splendid fellows. No better War Memorial for Seamen could be devised.

MR ERNEST BENEDICT, M. Inst. C.E., desired, as the engineer who had charge of the railway works in Karachi forty years ago, to state that the present two miles of wharf, which enable transports to come alongside and discharge troops, ammunition and goods, just across the wharf into trains, were the development of a wharf 700ft long which he put up in 1856 at Keamari. The lecturer was accustomed to carry out things on a large scale, and he was therefore astonished at his deprecating a big scheme of

the future development of Karachi which he himself had adumbrated in the paper as the leading port of India. It did not follow that because a scheme was big all of it need be carried out at once in fact the present wharves had been added to by degrees. He had never heard of a complaint that ships were detained at Karachi whereas as a matter of fact the facilities were greater both for passengers and for goods than they were at any other port in India and had been so for years past.

SIR CHARLES MILES C S I M V O O B E said that he feared he must plead guilty to being one of the unfortunate individuals at whom Sir George Buchanan had had a rap—a so called inexperienced Chairman but having served for fifteen years as Chairman of the Port Trust at Karachi he thought he might be permitted to say that he had a little knowledge of port administration. With regard to the author's remarks on the constitution of Port Trusts he desired emphatically to say that during his chairmanship of the Karachi Port Trust he had found the mercantile representatives on the Board of the very greatest possible value, in fact he considered it would be extremely difficult if not impossible to carry on the Port Trusts in India without the valuable advice and assistance received from the mercantile community in whose hands lay the conduct of the whole of the trade which passed in and out of the port. Mr Lawrence had confuted Sir George Buchanan with reference to the financial position of the Karachi Port Trust but he would add that since the Trust was constituted they had never borrowed a rupee from Government that in the first year of the present century the revenue of the Karachi Port Trust was under 8 lakhs of rupees while in the last year before the war it was 58 lakhs of rupees and the Reserve Fund had risen from less than a lakh to between thirty and forty lakhs. The policy adopted at the Port of Karachi had been a steady development of the wharfage and that policy was still being continued. In regard to the lecturer's statement that it was ill advised on the part of the Karachi Port Trust to proceed with construction of extensive wharfage he desired to point out that the great scheme of reclamation now in progress contemplated in the first instance merely the creation of six additional berths for steamers of the largest possible tonnage likely to enter Indian ports and drawing the greatest possible depth of

water. He did not think a port which at present enjoyed the possession of only nineteen berths alongside the wharf, one of which was a very small one, could be said to be hurrying to perdition when it was going to construct as a preliminary another six berths. They had also not lost sight of the necessity which might arise in the future for the construction of elevators, but they had for the last ten years persistently pursued the policy of following the trade. Years ago the Government of the Punjab, as an experimental measure, constructed a small elevator at Lyallpur, and the late Lieutenant Governor of the Punjab, Sir Michael O'Dwyer, wrote to the Karachi Port Trust, and asked if they would construct a terminal elevator for that port. In reply they said they were perfectly ready to meet the demands of trade provided all were prepared to do their part, and they therefore asked the Governments of the Punjab, Sind, and the United Provinces, whether they were prepared to build the necessary elevators along the railway lines which would feed the terminal elevator. They were met by a 'non possumus'...

SIR GEORGE BUCHANAN ANSWERS

With reference to the comments of Mr. Lawrence, Mr. Benedict and Sir Charles Mules on the subject of Karachi, Sir George Buchanan would be the last person to deprecate big development schemes, all he suggests is that before committing themselves to a big scheme, the Port Trustees should satisfy themselves and the public that it is the best possible project. There is no doubt that Karachi cannot for ever remain the only large grain export port which works without an elevator, and he does not accept without data Sir Charles Mules' estimate of the lowest capacity an elevator should have to be of any use. Labour will not always be cheap, and the desirability of retaining as a permanency the present system of shipping and landing goods is open to question from various points of view. In the matter of finance, it was the Port Trustees themselves who considered a revenue of 50 lakhs, a safe average to depend upon for the next ten years, and if that is the case it is obvious that with an expenditure varying from 45 to 52 lakhs of rupees there is not much margin to pay interest and sinking fund on a 250 lakhs loan. Judging from his own experience he thinks

the Trustees are possibly not allowing sufficient margin for the increase of trade. Finally, he wishes to say that he is a great admirer of Karachi, and a believer in its future, but, as already stated, he is of opinion that the whole future of Karachi requires the deepest consideration from the Imperial point of view and that the problems connected with its development require careful consideration and possibly special treatment...

OUR OWN CONCLUSIONS

Sir George Buchanan made four assertions with regard to Karachi Port to which fuller or more explicit replies are called for than those we reproduce above :—

"The development of Karachi has been limited to the export requirements of the Punjab and Sind" This is only a part of the truth. The export requirements of the United Provinces must also be mentioned. Those requirements have not yet been satisfied owing to the want of direct and adequate railway transport to Karachi. It would be more accurate to say that the development of Karachi has been retarded by the delays on the part of Government (a) in making the best use of the waters of the Indus in this Province, and (b) in opening up railway communications between lower Sind and Delhi and the United Provinces, but that Karachi's development has kept pace with Government's wonderful irrigation work and corresponding railway progress in the Punjab.

"There are neither storage sheds for grain nor grain elevators" The first part of this statement is inaccurate. There are grain sheds both at Keamari and in the Thole Produce Yard. The Port Trustees after consulting Mr. Palmer (see above) and sending their Chief Engineer to America to study the problem (again see above) are satisfied that it is not to their interests at present to invest capital in grain elevators. It might be to the interest of the N. W. State Railway to build elevators on their system and also at Karachi rather than have 5000-6000 wagons held up for several days in the Karachi district during the busy export season.

"The financial position is not particularly strong" Mr Lawrence has answered this criticism in part above. It should be remembered, however, that in 'doubling Karachi'—in developing the Western side of the main ship channel, the Port Trustees are preparing for the increased export and import trade that must follow the opening of the recently completed great canal schemes in the Punjab and the irrigation of further immense areas of lands at present but imperfectly cultivated, or not cultivated at all, in Sind, in the United Provinces in Bikanir and Bahawalpur State, and in Western Punjab. Having regard to these certainties, and to the volume of trade that must always pass through Karachi, the financial position of the Karachi Port Trust is in our opinion one of very great strength.

'I should be surprised if Karachi could ever put up a strong enough case to supplant Bombay as a terminus for mails and passengers to and from Europe' Absence in Karachi of amenities and of 'consideration' towards mails and passengers for (or from) Calcutta and Bombay appear to be the explanation of Sir George's momentary scepticism. It is not very clear what amenities' and considerations are referred to but several large hotels are at present under consideration both at Keamari and in the Civil Lines Quarter whilst the Karachi Port Trust have already made—six years ago—preparations for the despatch of six mail trains (at intervals of ten or fifteen minutes) from the Ship's sides at Keamari. At present and after many years of preparation Bombay can only receive one mail steamer at a time at the new Ballard Wharf whereas Karachi can receive at least four mail steamers at a time at her Keamari Wharf and can place mail trains for northern India alongside all four steamers simultaneously. (Thirty years ago the N.W. Railway ran special Boat Trains) between Lahore and ship's sides at Keamari for the steamers of the 'Hall' Line. Such trains have been running ever since and are running to-day for the steamers of the 'Ellerman City' and 'Hall' Lines). With the opening of the new 'Great North Central Railway' from Karachi to Cawnpore via Hyderabad, Jodhpore and probably Guwahati it will be to the interest of all northern India (including Bengal and Assam) to receive and despatch European mails via Karachi. The first and most obvious steps will be to run *all* mail steamers via Karachi. A slight increase of

speed in the Indian Ocean would enable mail boats from Aden to call at Karachi *en route* to Bombay (and *vice versa*), without delaying their arrival at destination beyond present timings. Probably Bombay itself (and Madras and southern India) would find it expedient to receive European mails by train from Karachi in the above circumstances, especially if a direct broad gauge railway connection *via* Viramgaum (and perhaps Balotra) were established between Sind and Bombay—a certainty in the not remote future.

Another very obvious development is the transport of the English mails to and from India *via* Constantinople, Baghdad and Busrah. Fast, twenty-five knots steamers between Busrah and Karachi would contribute towards an eight or nine days mail service between Karachi and London. In such circumstances the western India terminus for mails (and passengers in a hurry) to and from Europe would clearly be Karachi.

Yet another possibility must be mentioned. Already an Imperial Aerodrome is in existence at Karachi—at Drigh Road. The mails will surely be carried by air at a through speed of 80 to 100 miles an hour before long. Mails from and to Europe will of necessity pass *via* the new Karachi Imperial Aerodrome which has already been recognised as the Western Terminus for India for such services. It may be three years, or thirteen, or even thirty years before all European mails to and from India are regularly transported in the air. But it is coming. That is a certainty. And Karachi will be the Terminus for India's European Air-Mail and passenger services. That also is a certainty.

WHAT THE COMMERCIAL COMMUNITY HAVE DONE.

We are accustomed to speak of the marvellous development of the trade of Sind under British rule—wrote the late Mr E. H. Aitken in the 'Sind Gazeteer' of 1907—but *revolution* would be a better term than *development*. It is difficult for us at the present day to realise the aspect which the commercial possibilities of Sind presented to our predecessors seventy years ago. The curious thing is that their views were not smaller but *larger* than ours! Those who think that we are unduly vainglorious about our Province and its Port, should acquaint themselves with a little of what was said and written by the pioneers of British commerce in Sind and they would learn to admire the chastened and moderate tone of her leading merchants at the present day. We only speak of Karachi as the natural outlet for the Province of the Punjab and the north of India. They spoke thus—"Kurrachee is a position of very great importance whether regarded in commercial, a political, or a military point of view. In a commercial point of view it may be defined as the Gate of Central Asia and

is likely to become to India what Liverpool is to England,"—said Mr (afterwards Sir) W P Andrew's "The Indus and its Provinces" The fact is, that, before there were any railways in India a river like the Indus seemed to give to the Province that possessed it, an advantage which defied competition And for many years the Indus had been a main channel of the commerce of Central Asia But it presented certain serious obstacles The navigation of its mouth was both difficult and dangerous and its current was so strong that the passage of boats up stream was incredibly slow Accordingly, as soon as Karachi became a commercial port (about the middle of the eighteenth century), a good deal of the trade began to avoid the river and take the land route between Karachi and Shikarpur Shikarpur during its subjection to the Afghans had become by far the greatest commercial city in Sind Its merchants and bankers had relations with all the principal marts of Central Asia The *kafilas* that came down the Bolan pass stopped at Shikarpur, where the stream of commerce divided one branch going to Sukkur and east, or northward, and the other to Karachi Before the British conquest Lieutenant Postans reported that the revenue derived by the Mirs from the trade of Shikarpur amounted to Rs 54 736 But in Bombay it was supposed that the only obstacle to the flow of the commerce of Asia up and down the Indus was the barbaric narrow mindedness of the Mirs, and accordingly some of our earliest treaties with them were directed to opening up the navigation of the river Naturally when it came to our power, that seemed the great thing to do Said Sir Charles Napier "If any civilised man were asked, If you were ruler of Scinde what would you do?' His answer would be "I would abolish the tolls on the river, make Kurrachee a free port, protect Shikarpur from robbers make Sukkur a mart for trade, etc, on the Indus I would make a track way along its banks I would get steam boats" The idea of steam boats developed into 'steam trains,' that is, strong tugs towing trains of flats But the mouths of the Indus proved quite impracticable and were soon abandoned Our troops and stores either went by road from Karachi to Tatta or Kotri, or were conveyed from Keamari to Ghuzi there put into country boats and taken up the creek to Gharo, whence camels carried them 25 miles further to Tatta Hence sprang the bold conception of a railway from Karachi to Kotri By the co-operation of the two great agencies—railway and steam boats, the trade of Sind was destined to be developed In the meantime Sir Bartle Frere had started his experiment of Fairs The first Fair was held at Karachi in December, 1852 and is said to have brought together a great and picturesque crowd of dealers in all manner of wares, from all parts of India, Baluchistan, Afghanistan and Persia The Fairs continued to flourish for some years

OUR FIRST RAILWAYS

But all these devices were swept aside for ever by the opening of the Indus Valley Railway from Kotri to Khanpur in 1878. At once the Indus ceased to be a channel of commerce and trade by road withered away. The trade of Shikarpur is not now considered worth registering and no account is taken of the traffic on the Indus excepting of the inconsiderable quantity of a few simple commodities which come down from the Punjab by water to Sukkur or Kotri there to be put on the railway. The commercial heart of Sind, the Punjab and United Provinces and British Baluchistan is Karachi and the North Western Railway, the Southern Punjab Railway and the Jodhpur-Bikaner Railway are the arteries and veins. The maritime and the rail borne trade are separately registered at the Karachi Custom House which publishes annual volumes (for sale to the public) exhibiting the trade under various aspects with much fulness of detail. It is therefore unnecessary to take up space with voluminous statistics but a brief sketch of the progress and present extent and character of the trade of Karachi may be interesting.

For nearly a century and a half as has already been said the port of Karachi has been the gate of foreign commerce not only for Sind but also for a large area of north west India, Baluchistan and Afghanistan. Karachi belonged for a time to the Khan of Kalat as before mentioned but was taken from him in 1795 by the Mirs of Sind who recognised its importance and built a fort on the head land of Minora to protect the entrance to the harbour. They also extended a tolerance and even some favour to the Hindu merchants on whom the prosperity of the port depended—an attitude of mind foreign to the general spirit of their rule elsewhere.

TRADE UNDER THE MIRS

A detailed report of the trade of Karachi in 1838 by Commander Carless of the Indian Navy, furnishes some particulars of much interest. The value of the whole trade of that year was estimated at Rs. 21,46,625 the most important items in the list of imports being China and Bengal silks, English broad cloth, common English shawls and cotton piece goods of many kinds, both white and coloured all brought from Bombay and to the aggregate value of Rs. 6,00,000. Sugar from Bengal, China, Manilla, Batavia and Malabar aggregated nearly Rs. 90,000. Pepper (Rs. 48,750), Copper (Rs. 54,000), Ivory (Rs. 64,000) and English cotton yarns (Rs. 20,000) are other items from Bombay. Gujarat sent cotton valued at Rs. 37,500. From the Persian Gulf the principal imports were diamonds and slaves (1500 of the last valued on the average at Rs. 80 a head) who were divided into "Siddees" and "Hubshces". Sometimes a Georgian was brought down, but only on a private order the price of Georgians being very high. No grain of any kind appears among the imports but the exports already

included Rs 67 000 worth of wheat. One of the most valuable items of the export trade was opium brought from Marwar *via* Tatta and sent to Daman on account of the heavy British duty at Bombay. The other exports worth notice are ghi, indigo (from Khairpur), madder, wool, raisins and salted fish with fish sounds and shark fins. Of the piece goods sugar, pepper and spices a portion went up to Kandhar and Kabul by Kalat but Commander Carless estimates the value of this trade at more than Rs 1 50,000.

TRADE UNDER THE BRITISH

Such was the trade of Karachi under the Mirs. The effect of the transfer of Sind's chief port to British rule may best be told in the opening words of Mr Dalzell's Report on the Administration of the Customs Department in Sind for the year 1863-64. — It is now upwards of twenty years since the Province of Sind became an integral portion of the British Empire in the East. At that period the value of its trade was Rs 12 21 600 in 1847-48. Five years thereafter it rose to Rs 44 26 000 in five years more to Rs 80 00 000 in the succeeding five years to Rs 2 15 92 000 and in the five years ending with the official year just closed it has reached the enormous total value of Rs 6 66 28 106!

But the wonderful climax which naturally enough excited Mr Dalzell's enthusiasm was due to a temporary cause, namely the American war which brought such prosperity to cotton growers all over India that Maratha cultivators in the Deccan who previously had as much as they could do to live kept fast trotting bullocks with silver-plated yokes and put silver tires on their cart wheels. Next year brought down the trade of Karachi by Rs 1 41 80 956 and ten years recovered its former level until Sind was directly connected with the Punjab by rail in 1878. In 1882-83 the total value of the imports and exports (excluding Government stores and treasure) amounted to Rs 7 07 70 838. In the Customs report of that year the increase in exports (which exceeded imports by 33 lakhs of rupees) is assigned chiefly to indigo, wheat, other grains and seeds. The following year shows another advance of 110½ lakhs of rupees in the export of Indian products chiefly food grains and seeds which is ascribed to the development and extension of railways and to the reduction of railway rates. From that time the trade of Karachi has advanced rapidly with the continued extension of the railway communications and irrigation and with the improvement and development of Karachi harbour.

There is another point of view from which a striking picture of the growth of the port and its commerce may be obtained. Up to 1851 only a single English sailing ship had entered the harbour and there was not another for several years. Small steamers came and went but until the *Suez Canal* was opened (in 1869) steamers played but a small part in the

commerce of India with Europe. In 1854-55, however, the harbour entrance had been so far improved that ten sailing ships entered, and in 1859 the Collector of Customs, reported, with pride, the vessels drawing 19½ feet of water had entered with safety, and that as many as twenty-five, ranging from 500 to 1000 tons had been "at one and the same accommodation in the port, all of them swinging to their anchors." In 1863-64 the wonderful year of prosperity, 155 square rigged ships and steamers aggregating a tonnage of 74,251, entered the harbour of which 71 came from foreign ports and 84 from India. Of the former 47 flew British colours, 7 French, 6 American (bringing longed-for ice!), 3 Russian and 8 Portuguese. Germany had not looked in yet. The 84 vessels from Indian ports included steamers of the B I S N Company which had begun to run to Busrah every month or six weeks. Contrast with the following figures for the past three years —

Year	No	Tonnage
1917-18	5,504	3 074,606
1918-19	4 576	2 367 883
1919-20	2,578	1 850 212

With the revival of India's export trade, now very shortly expected the figures will doubtless soon exceed those of 1917-18 which were the highest on record.

At first the number of European Firms trading in Karachi was very small, and it was not till 1860, by which time several Bombay Houses had opened Branches in Karachi, that the Karachi Chamber of Commerce was founded, with but seven members, viz, Messrs D McIver & Co, Messrs Fleming & Co, Messrs Finlay & Co, Messrs Ashburner, Bell & Co, Messrs Barclay, Watson & Co, Messrs T Lidbetter & Co, and Messrs I L Dunnolly & Co, before the end of the year, however six additional firms were elected as members, viz, Messrs S Tyabji & Co, Messrs R A Paassmore & Co, Messrs Volkart Brothers, Messrs Hafen & Co, Messrs Ardester & Co, Messrs J W Hill, thus increasing the membership to thirteen.

The first Committee of the Chamber consisted of five members Mr D McIver (of Messrs D McIver & Co), Chairman, Mr A Stewart, of Messrs Finlay & Co, Mr Barclay, (of Messrs Barclay Watson & Co) Mr Bell (of Messrs Ashburner Bell & Co) and Mr J W Hill.

Rules for carrying on of the business of the Chamber were framed. Tonnage Scale for Freight, and rules for cargo measurement were also adopted. The erection of a suitable building for the purpose of the Chamber was projected in 1861 a plot of land in the mercantile centre was

later on required, donations for the purpose were made by members of the Chamber, and the building was completed and opened early in 1865

The trade of the Port at this time was greatly hampered by the difficulties connected with the harbour the absence of the railway communication with the hinterland of Sind and with Baluchistan and the Punjab, and the necessity for the transport of all merchandise to and from the interior by Indian boats *via* the River Indus and also the distance of the landing stage at Keamari from the Native Town and Merchants' offices. The financing of trade requirements was also difficult, having to be worked in Bombay, as Banks were not then established at Karachi.

The following figures will show the progress of the trade of Karachi, 1843-44 to 1860-61 —

1843-44	Rs	11,60,520
1850-51		59,11,788
1860-61		2,54,94,675

The first Committee of the Chamber were most diligent in their representations to Government for improvements of the Harbour, Postal and Telegraph communications (which were very defective), Railway connection with the interior, additional irrigation, and other matters calculated to advance the interests of Karachi's trade. A great scheme for the improvement of the harbour which had been designed and submitted to Government in 1858, by Mr James Walker, M.I.C.E., a noted harbour Engineer was sanctioned by the Government of India in the year 1860-61 and expensive works were immediately put in hand (*Vide* page B-9)

THE NORTH WESTERN STATE RAILWAY.

In December 1855 an agreement was entered into by a private company (afterwards named the Sindh Railway Company) with the Honourable East India Company's Government for the construction of a line of railway from Karachi to Kotri. The first sod was turned by Sir Bartle Frere, with imposing ceremony, on 29th April 1858 and the line was opened for traffic on 13th May, 1861. The track was single and the line was laid on the standard gauge of 5 feet 6 inches. In the meantime (in August 1857), the Act of Parliament incorporating the "Sindh Railway Company" had been succeeded by another Act which empowered the Company to make and to maintain the "Punjab Railway from Multan to Lahore and Amritsar and maintain communication between Hyderabad and Multan by means of steam boats." These were the "Indus Steam Flotilla." So the Sindh Railway grew to be the Sindh, Punjab and Delhi Railway, and the length of its line increased from about 105 miles to 693 miles. Seventeen years passed and a State railway from Kotri to Khanpur, completed in

March 1878 connected the existing and superseded the Indus Steam-Flotilla. The next step was a line from Ruk on the Kotri Sukkur Section to Sibi, which was opened in three sections the 1st in 1880 and the last in 1888. Next year the Lansdowne Bridge connecting Sukkur with Rohri was opened by H. E. Lord Reay on 27th March. Before this the Sind Punjab and Delhi Railway had ceased to be its contract with the Government having expired it was taken over by Government on 1st January, 1886, and amalgamated with the Punjab Northern the Indus Valley and the Sind Pishin Railways in one Imperial system, under the name of the North Western State Railway.

The line between Kotri and Sukkur was frequently breached by floods which caused vexatious interruptions of communication with Karachi and the North West Frontier and dislocated Karachi's export trade. On these grounds it was decided to build an alternative line on the East bank of the Indus. In 1892 a single track line had been opened from Hyderabad eastward as far as Shadipali and now a new line was started from Rahoki Stations ($6\frac{1}{2}$ miles east of Hyderabad) and carried to the N.W.R. main line at Rohri a distance of 178.54 miles. This was opened for traffic on 15th December 1896 and upon the completion of the Kotri Bridge (May 1900) at once became the main route from Karachi to the Punjab, reducing the distance by about 38 miles.

There were but few additions to the Membership to the Karachi Chamber of Commerce during the period 1860-70 but the following banks opened in Sind's capital—The Agra and United Service Bank Ltd. in 1861, the Bank of Karachi 1861 the Sind Punjab and Delhi Bank in 1863, the Bank of Bombay 1864 the Oriental Bank Corporation and the Punjab Bank in 1886. Thus the previous difficulties in financing Karachi's trade were considerably relieved.

During the next decade 1871-80 Karachi came to be generally recognised as the Port of the Punjab for cotton wheat seeds and other produce, and the trade for the period 1871-72 to 1880-81 totalled approximately Rs. 4,227 lakhs. The following Firms joined the Karachi Chamber of Commerce during the ten years ending with 1880—

Agra Bank Ltd.
Bank of Bombay
Sir Charles Forbes & Co.
D. Graham & Co.
A. McHinch & Co.
Mackinnon Mackenzie & Co.
T. R. McLellan & Co.
Ralli Brothers
H. J. Rustomjee
Sind Punjab & Delhi Railway Co.
Tyabjee & Co.

During the ten years 1881-90 further improvements of Karachi Harbour were carried out. The N.W. Ry. was extended from Rukh (close to Sukkur) across the Sind frontier to Quetta (1888). This facilitated trade with Shikarpur, Jacobabad, Sibi, Baluchistan and southern Afghanistan. The great cantilever bridge across the Indus, Sukkur—one of the wonders of Sind—was opened on 27th March 1889, thus overcoming the delays and difficulties of the old ferry arrangements. Aided by this and other facilities, trade more than doubled, as compared with that of the previous ten years. The membership of the Karachi Chamber of Commerce increased to 23 by the addition of the following firms:—

- In 1884 Kerr Tarruck & Co
- Maxd nso & Co
- , 1885 Jam s Currie & Co
- Bombay Co. Ld
- National Bank of India Ld
- 1886 Harrow r & Co
- Jhangir H. Kothari
- „ 1887 Messag rics Maritimes
- „ 1888 C. H. G rrad & Co
- W. Coop r & Co
- Edulji Dinshaw
- Macdonald Stewart & Co
- Ritchie Stewart & Co
- Vusonjee Hirjee & Co
- Finlay Muir & Co

The next ten years, 1891-1900, witness some very notable increase in Karachi's railway and port facilities. In 1892 the N.W. Ry. laid down a broad gauge line from Hyderabad eastward to Shadipali and extended thence Baluchistan section from Killa Abdoolah (on the south side of the Khojak Mountains) to Chaman within a few yards of the Afghan frontier and about 50 miles from Kandhar. The Kotri Rohri Chord Line was opened in 1896 and a second bridge over the Indus (at Kotri) on 20th May 1900, since which date all fast mail trains to and from the Punjab have travelled via Hyderabad, Padi Idan and Rohri. The Southern Punjab Railway Co. Ld. opened their first line from Samasata to Dilli via Bhatinda in November 1897, thus reducing the railway distance between Dilli and Karachi by 187 miles. The Karachi Port Trust showed a corresponding activity by (1) reclaiming and opening in 1895 an Export Yard of 52½ acres between the Napier Moat Road and the Friskin and James Wharves (vide p. B 27) and (2) an Import Yard—the 'Manshi' Import Yard—between the Bundar Road and the Bundar Head Goods Stations of the N.W. Ry. (vide p. A 27) in 1896. The Chairman of the Karachi Chamber of Commerce (the late Mr. James Currie) was for the first time in 1893 nominated by the Government of Bombay to be

an additional Member of the Bombay Legislative Council. By 1900 the membership of the Chamber had increased to 35 the following firms having joined —

- In 1891 T. Cosser & Co
Latham & Co
Sinday Patrick & Co
Bryan Durant & Co
Ewart Ryrie & Co
East India Tramways Co
1893 Cockburn & Co
North Western Railway
Punjab Banking Co. Ltd.
1894 Shepherd & Co
1895 G. P. Gunnis & Co
1896 Anderson & Co
1897 Miller and Dallaporta
1898 Couper Toomey & Co
1899 Mercantile Bank of India
Clements Robson & Co
1900 Jodhpur Bikaner Railway
Max Klein
Samuel Fitze & Co
Sind Flour Mills
Southern Punjab Railway Co. Ltd.

The years 1901-1910 were marked by great activity in all directions. In 1902-03 the Railway and Irrigation Commissions performed their valuable work with the result that India's railway and canals received greater attention than ever before. The Irrigation Report revealed the fact that of the 6½ millions of acres in India capable of effective irrigation over 3 million acres were in Sind and the Punjab. The great Punjab Triple Canal Project was started in 1904 and designed to give the following results:

The Upper Jhelum Canal + Irrigate	350 000 acres
The Upper Chenab Canal	650 000
The Lower Bari Doab Canal	900 000

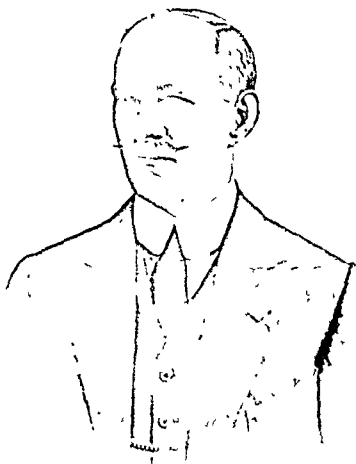
Further the Upper Swat River Canal was designed a little later to irrigate nearly 400 000 acres whilst the Sukkur Barrage and Sind Triple Canal Scheme to irrigate nearly 2 000 000 acres was also taken in hand. Railway developments especially in the Punjab and to serve the new Chenab and Jhelum colonies were pushed forward. The Railway Board was created in 1904. Mr (now Sir) M. de P. Webb in 1905 opened his campaign for doubling Karachi for reproducing on the west side of the main channel of the harbour a line of ship wharves similar to that on the east (or Keamari) side of the channel—an idea that has taken long to assume concrete form (*vide p. B 30*). In 1904-05 the Karachi Chamber of Commerce acquiesced in the principle (on the ground of expediency) of a Terminal Tax on exports and also on certain imports for the benefit of the Karachi

The following firms have been elected members of the Karachi Chamber of Commerce since 1915.—

- 1915—Shimwell Bros.
- 1916—Alliance Bank of Simla, Ltd.
- „ Brigstocke & Jeevanjee
- „ Cowasjee & Sons
- „ Strauss & Co.
- 1917—India Flour Mills, Ltd.
- 1918—W Crowder & Co, Ltd
- „ Kerr Tarruck & Co
- 1919—B R Herman & Mohatta, Ltd
- 1920—A F Ferguson & Co
- „ Charles Booth & Co (Calcutta), Ltd
- „ Cox & Co
- „ Gillanders Arbuthnot & Co.
- 1921—Greaves Cotton & Co
- 1922—L. Collins.
- „ Toyo Menka Kaisha, Ltd.
- „ Wilham Jacks & Co
- „ The Holland Bombay Trading Co., Ltd.

The firms who have joined the Karachi Chamber of Commerce are, for the most part, the Karachi branches of organisations with Headquarters elsewhere. Whilst such additions to the City's trade mechanism are of great interest and value, the growth of indigenous commercial enterprise is perhaps even more important. We accordingly give below a short list of some of the more prominent concerns that have come into existence in Karachi in the last ten years or so —

- Crowder & Co
- Crystal Ice & Cold Storage Co, Ltd
- Eastern Express Co, Ltd
- Harold Mann Farm Ltd
- India Flour Mills, Ltd
- Karachi Building & Development Co Ltd
- Karachi Electric Supply Corporation, Ltd
- K G Dairy Farm, Ltd
- Karachi Piggery and Farm
- Karachi Steam Roller Flour Mills, Ltd
- Larkana-Jacobabad (Sind) Light Ry, Ltd
- Saving and Helping Bank, Ltd
- Sind Flour Mills, Ltd
- Sind Light Railway, Ltd
- Sind Patent Tiles Co, Ltd
- Stubbs Engineering Co.
- Upper Sind Light Ry. Jacobabad Kushmore Feeder, Ltd.



F. CLAYTON ISO, B.L.C.
Chairman of The Karachi Chamber of Commerce.

Probably there are other new enterprises equally deserving of mention. They will no doubt be found in the Directory further on in this volume—*vide* Section D

Chairman, Karachi Chamber of Commerce—The Chairman of the Karachi Chamber of Commerce for the current year, 1922-23, is Mr F CLAYTON, of Messrs Felming Shaw & Co, Piece Goods, Iron and Steel Merchants, Insurance and Commission Agents. Mr Clayton who has resided long in India, mostly in Bombay and Karachi, is a merchant of ripe business experience whose energy, public spirit and well balanced temperament command respect from all with whom he comes in contact. Mr Clayton has a fine record of self-sacrificing public work in association with several of Karachi's public bodies. He was elected to the Karachi Municipality as a Municipal Councillor in October 1912 and has served practically continuously since that date. He has been Member of the Managing Committee of the Body since 1916, and was Vice President in 1916-17 and 1921-22. He is also connected with various local organisations—the Ex-Services Association and the Ida Rieu Poor Welfare Association (as a Member of the Executive Committee) the Karachi Health Association, the Indian Red Cross Society (Sind Branch) and the Indian Widows' Self Help Association (as Treasurer). Mr Clayton was a Director of the Y M C A., Karachi, during 1916 and 1917, Vice President in 1918-19, and President from November, 1919 to date. Mr Clayton became a Member of the Managing Committee of the Karachi Chamber of Commerce in 1918, Vice-Chairman in 1919, and Chairman in 1921-22.

CINCINNATUS TOWN

No account of what the commercial community and the general public of Karachi have done to carry forward the development of their City and Port would be complete which omitted reference to the suburb of Cincinnati Town. To Mr Pedro I D Souza, a far sighted member of the Goan community, must be given the credit of grasping many years ahead of the other communities of Karachi the potential value as a residential quarter, of the large area of dry well wooded land lying to the north of Karachi and alongside the bed of the Lyari in the direction of Bunnia's Crossing. This land on the right of Lawrence Road (which continues after a slight diversion for two miles in a straight line past the Government Gardens) had long ceased to be productive as garden land pure and simple owing to the wells there turning brackish. Mr D Souza, popularly known as Pedro, persuaded a large number of his community to join him in forming a syndicate and bought up some lakhs of square yards of land in this locality at rates which worked out on the average to less than two annas a square yard.

Without the aid of a Town Planning Act or other advanced legislative measures this area has been carefully plotted out into sites for bungalows each with a spacious compound full allowance has been made for broad roads recreation grounds a local market school and above all a chapel. Already some seventy or eighty admirably designed houses have been built and occupied by families of the Goan community who have migrated from cramped insanitary flats in the Sadar Bazar and other localities. A special water connection has been secured from the Municipal water works and the compounds around the bungalows are already regaining their bygone aspect of verdure in the shape of domestic gardens. On land acquired on the river's bank on the other side of Lawrence Road the Goans have invested part of the capital of their Local Life Assurance Company by starting a large Flour Mill which was completed at a cost of almost five lakhs of rupees. The Mill is said to be the largest and the most up-to-date of its kind in India and has been built so as to permit of increase of power at any time without any structural alterations being necessary. The whole colony is quite an object lesson in the possibilities of co-operative town planning and has been called Cincinnati Town in honour of Mr Cincinnati D Abreo a prominent member of the community. Late Assistant Collector of Customs whose business acumen has always been of the utmost value to the Goan community in their co-operative undertakings.

AVIATION

In spite of all difficulties much progress has recently been made in matters aerial in Karachi and in India. There is little doubt that Karachi as the most western Gateway to India will develop rapidly as an aerial centre its eventual importance in this respect having been already fully recognised.

The landing ground on the Magho Pir Road has been used on several occasions as the first landing stage in India by machines flying from the West to the Far East and to Australia while at Orangi Road a large permanent Royal Air Force Aerodrome is now being constructed in close proximity to the N.W. Railway about five miles East of Karachi itself.

A big Aircraft Depot is also being established at this new Imperial Aerodrome. Thus Karachi will become the main receiving centre for Royal Air Force equipment of all kinds.

PUBLIC FLIGHTS

Strong efforts to encourage civilian aviation have been made by Hindustan Flying Club Indo-Burma Transport Ltd. and last year by Mr. Murphy who has carried many delighted passengers in the air around Karachi.

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(Incorporated in England)

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(Incorporated in New Zealand)

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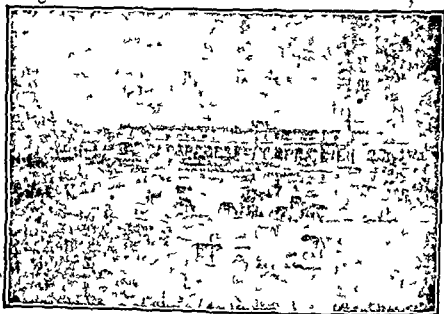
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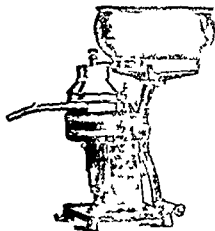
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SECTION C.

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SECTION C.—CURRENT TOPICS.

CHAPTER I.

KARACHI in 1921.

Commerce and Industry With the repulse and downfall of the Central European Powers in the Autumn of 1918 a large part of the world experienced sensations of great relief that, in one direction took the form of an optimism in trade matters wholly unwarranted either by economic considerations or by historical precedents. This wave of commercial optimism at once spread to Asia and Japan and India were very quickly involved.

In the case of India the infection was greatly aggravated by the amazing action of the Finance Department of the India Office in ordering weekly sales of Pounds Sterling in Calcutta, Bombay and Madras at approximately SEVEN rupees each (the pre-war price was about fifteen rupees) *after the public had been given to understand that the deliberate policy of Government was to establish a definite and permanent relation between the Rupee and the Sovereign of TEN rupees per sovereign* (Most people regarded the Pound Sterling and the Sovereign as synonymous terms). Sales of pounds sterling by the Government of India at far below current market rates continued for seven months from February to September 1920 in spite of repeated protests from Karachi and Bombay. One of the first results of these astounding financial blunder was the creation of a most powerful stimulus to the purchase by buyers in India of excessive quantities of manufactured articles from the United Kingdom and America. The prospect of paying for these articles at Rs. 7 per £1 (or even Rs. 10 per £1) in place of the Rs. 15 per £1 to which buyers in India had been previously accustomed not only induced the placing of orders for unusually large quantities of goods but led to the agreement to pay extravagantly high sterling prices for these goods. When these great volumes of imports arrived in India in 1920-21 the price of pounds sterling had risen to Rs. 15 and even Rs. 16 (exchange fell to as low as 1/2½ in the early part of 1921). Further sterling prices had begun to fall very considerably.

It was soon quite obvious that widespread ruin awaited many over-sanguine buyers in India. At the present day the losses by buyers in India—European as well as Indian—arising out of those unfortunate 1920 purchases are estimated to run into hundreds of millions sterling. These commercial calamities (which many Indians attribute entirely to Government's inapplicable Sales of Pounds Sterling &c., Reverse Council's Policy of 1920) have added very materially to the present political unrest in India and have facilitated in many ways the destructive non-co-operative efforts of Mr. Gandhi and his followers.

Karachi being a City of merchants and traders did not of course escape the general disease. Unfortunately Karachi being during the last seven years one of the chief Indian bases for Military operations in Persia, Mesopotamia, Arabia, East Africa, Palestine, the Balkan Peninsula and the Continent of Europe contracted a further local disease which has added not inconspicuously to the dangers of the local situation. The greatly increased demands in Karachi (a) for labour (b) for supplies (c) for house accommodation and (d) for land in and in proximity to the City and suburbs arising out of Karachi's special position as a military base during the Great War have sent up the prices of labour, materials, land and houses so violently as to disorganise local arrangements and check local progress. Over-enthusiastic speculators have purchased buildings and building sites at ridiculous prices—two to four times greater than either local or general conditions warrant. And with the result that now that the boom is over—now that the tidal wave has passed and local Indian and world prices are once again receding to levels appropriate to our present after-war conditions—very considerable losses will have to be met. This re-adjustment and rearrangement of local wealth is now taking place at the very same time as the pains and ligation arising out of the passing into consumption of great masses of excessively costly goods are also being endured. Add to all these troubles and losses the fact that disorganised war-stricken Europe is at present unable to purchase as freely as before from a somewhat hungry and politically feverish India and a few of the difficulties of Karachi's Exporters, Importers, Industrialists, Merchants, Ship-agents, Bankers and other commercial workers can perhaps be imagined. The Chairman of the Karachi Chamber of Commerce (Mr. F. Clayton M.L.C.) in his address of the 31st March last to the Annual Meeting of the Members of the Chamber summed up the position as follows:—'The cumulative effect of political disturbances, serious exchange depression, railway transport difficulties, continued Government restrictions affecting the natural course of trade, high freight rates and consequently increased taxation and the fall in prices of many commodities whilst raw stocks purchased at

unprecedentedly high rates were held were among the chief factors which brought no regrets when the year 1921 made its exit but only engendered hopes that never again would such a year be experienced

Exports From Karachi—The *value in rupees* of Karachi's exports to countries outside India in the year 1921 was substantially less than that of any of the previous ten years—only a little over Rs 15½ crores as compared with close upon Rs 33 crores in 1912 and Rs 27 crores in 1913. Some idea of the *volume* of these exports as compared with that of the two years immediately preceding the outbreak of war can be gathered from the following table —

KARACHI'S CHIEF EXPORTS TO COUNTRIES OUTSIDE INDIA

Commodity		1912	1913	1920	1921
	Tons				
Wheat		1 400 504	983 507	74 438	4 011
Gram		301 499	78 461	653	369
Barley		411 959	144 605	1 857	4 678
Rapeseed		159 904	16 498	140 030	40 558
Groundnut Seed		7 374	16 092	336	1 242
Cotton Seed		96 459	30 997	93 018	953
Hides		5 156	4 773	9 769	9 064
Skins		5 844	5 573	4 47	9 526
Bones (manure)		38 939	96 660	36 535	98 551
Chrome Ore		3 779	4 083	15 586	11 950
Wool		19 329	16 888	11 647	8 949
Total	Tons	2 373 095	1 473 998	311 399	325 944
Cotton	Bales	969 301	376 396	916 464	210 709

The shrinkage in the value of India's surplus product is very marked. Thus —

COTTON Only about 3rds of the quantities exported in pre-war years were shipped to Countries outside India from Karachi in 1921

WOOL The exports were a little over half their pre war volume of 1912 and 1913

HIDES AND SKINS were exported to the extent of only a little over one half of the shipments of eight years ago

SEEDS The figures of last year are only one half of those of 1912-13. The Rapeseed crop in India was small and prices in Europe fell. The same with Cotton Seed the demand in India for which was good however thus keeping up local prices. Gingelly Seed (sometimes called Fil or Sesamum) was in better demand outside India chiefly in Italy

WHEAT The exports of 1921 were larger than those of 1920 but still only about 10th of what was shipped overseas in 1912-13. The above facts make very unsatisfactory reading, it will be admitted.

BONES (for manure) and **CHROME ORE** were the only commodities the exports of which equalled or exceeded those of pre war years.

It should be here explained that exports of foodstuffs from India have been prohibited owing to crop failures and consequent shortage in this country. Limited exports of Wheat and Wheat Flour were allowed last year to neighbouring countries dependent on India. Last season's Wheat crop was an exceptionally good one there is consequently now a large surplus available for export. As soon as the S.W. Monsoon rains which are due from June to September have fallen in promising quantities thus ensuring further large food supplies for the people of India the embargo on export of wheat will no doubt be removed and Karachi will witness a return to its activities of pre-war years when it was known as the most important Wheat Port in the British Empire.

Imports into Karachi—The total value in rupees of Karachi's imports in 1921 was 38½ crores as compared with about 22 crores in the years immediately preceding the outbreak of war. It must not be thought that the larger figure in value means that the level of prices was higher than before the war. The chief articles imported were Cotton (and Woollen) manufactured goods valued at about 14 crores of rupees. Sugar (6½ crore), M.T.I. (2½ crores), Oil (1 crore) and Coal (½ crore). It will be noticed that Textiles and Yarn imports were far more valuable than all Karachi's other imports put together. The following table gives a very good idea of the difference in volume between pre-war and post-war imports.—

IMPORTS BY SEA INTO KARACHI

		BEFORE THE WAR		AFTER THE WAR	
		1912	1913	1920	1921
TEXTILES					
White Goods	Pkges	92 88"	87 868	61 390	38 401
Coloured Goods	"	71 541	91 067	76 776	42 603
Grey Goods	"	1 17 114	95 023	61 388	56 839
Other Goods	"	2 488	4 018	2 110	729
Twist & Yarn	"	2 ^a 300	21 005	11 059	19 040
Total Packages		306 430	299 011	21 ^a 732	157 672
OTHER GOODS		Tons	Tons	Tons	Tons
Sugar		136 995	161 997	5 395	141 570
Metal		6 ^a 997	73 684	56 001	42 894
Coal		101 867	1 ^a 064	53 372	117 756
Total	Tons	300 959	364 745	161 768	302 220
Kerosine O I	Glns	11 473 744	15 010 588	16 460 404	1 ^a 610 355

Imports of textiles in 1920 were artificially stimulated as explained in the first page of this chapter. For the rest the figures of 1921 speak for themselves. The Piece Goods trade has passed through a very severe crisis recovery from which will take some years. Sugar is flowing in as in pre-war days. So also are Coal and Kerosine O I. Imports of Petrol and Liquid Fuel exceeded five million gallons—more than ten times the volume of Karachi's pre-war trade. Strike troubles on the Coal fields and Railways of Eastern India have necessitated the purchase of Coal abroad and nearly forty steamers with coal from Japan, South Africa and England have arrived in Karachi in the first half of 1922 mostly for the N.W. State Railway. The Railway also uses Liquid Fuel for its main locomotives running on the Karachi Section of the line—a fact that explains the greatly increased imports of Liquid Fuel into Karachi in recent years.

In connection with the general import trade of Karachi by sea the following table shows that neither the Bombay Cotton Mill nor the other who trade in and utilise the products of the mill are making an increasing use of the Port of Karachi as a means of getting what they want—

IMPORTS INTO KARACHI BY SEA OF INDIAN MADE TEXTILES

Year	Grey Piece Goods	Coloured Piece Goods	White Piece Goods	Twist and Yarn	Total Packages
	Packages	Packages	Packages	Packages	
1912	79 284	22 519	1 103	16 763	119 669
1913	60 888	25 351	816	15 084	102 139
1914	65 600	0 466	430	16 955	103 526
1915	79 737	26 952	541	19 889	127 119
1916	67 071	18 700	1 923	13 536	106 355
1917	58 389	14 899	461	10 886	84 635
1918	42 274	3 475	331	10 125	62 205
1919	66 649	17 977	345	11 817	98 788
1920	46 066	808	1 405	8 098	78 517
1921	41 169	19 609	1 014	15 644	79 429

Local Industries—Karachi is not yet a great industrial centre and it is doubtful if it ever will be until those responsible for local Municipal administration grasp in practical fashion the importance of water in many industrial undertakings. Karachi's supply of fresh water is at present inadequate for local requirements. Moreover the water is hard and consequently unsuitable for some industries till it be first chemically treated. On the other hand there is no lack of space in and around Karachi the climate is attractive hands and brains are available consuming markets are near by so that there is undoubted scope for certain carefully selected industries in and around Sind's capital.

The following are the chief industrial businesses in Karachi arranged in groups in order of their probable remunerativeness to all concerned —

FLOUR MILLS—There are three large Flour Mills of the most up-to-date type in Karachi—the Karachi Steam Roller Flour Mills Ltd the Sind Flour Mill Co. Ltd and the India Flour Mills Ltd all located on the eastern bank of the Lyari River and to the west of the Lawrence Road between the Municipal workshops and Cincinnati Town. Also many small power driven mills in the Town. It is believed that all have done well during the past year in spite of the general depression in trade.

OIL MILLS—Though there are no large Oil Mills of the most up-to-date pattern yet established in Karachi it is believed that at least one such undertaking is now under preparation. In the meantime there are several very successful concerns in

operation among the largest of which are Messrs T Loon daram's Mill on the Lawrence Road and Messrs Rampi Pithal u's Mill in Kharadar. There are besides many smaller power driven plants at work in different parts of the Town.

DYE WORKS—The popular industry of Dyeing is carried on very largely by manual labour in the old bed of the Liyan River and in Shidi Lane and the neighbourhoods. Karachi possesses at least eight dyeing companies (*vide* Classified Trades Section D) but has not yet witnessed the erection of a modern type of power-driven dyeworks. Even so the dyers of Karachi appear to do well.

ENGINEERING WORKS—Several important and well equipped Engineering Works flourish in Karachi chief among which are T Cosser & Co. Ltd. B. R. Herman and Mohatta Ltd. Stubbs Engineering Co. Crowder & Co. Ltd. P. F. Billimoria & Co. (See also Section D. Classified Trades. Engineers Automobile Consulting Contracting Electrical Marine and Sanitary). With the cessation of war and the general slump in trade shipping and local developments the Engineering trades like most other industrial undertakings have had a very dull time in 1921.

COTTON WOOL AND HIDE PRESSES—The various Presses, also have not been so busy in 1921 as in previous years. With the revival of exports the Presses will resume their normal activities.

ICE FACTORIES have flourished the public demand for ice tending to expand as the appreciation of the attractions of cold foods and drinks waxes. One Factory affords the convenience of Cold Storage.

PRINTING PRESSES are doing well. Among the best equipped and largest may be mentioned the Daily Gazette Press Co., Ltd. situated at the corner of Kutcherry and Elandar Roads. There are twenty other printing presses in Karachi.

SALT WORKS—Salt is manufactured on a fairly large scale at the Maunpur Works a few miles to the north of Karachi. The factory is situated on the fringe of the Karachi Lagoon and derives its products from the sea water and brine after exposure to the sun in shallow pans. The business is a Government monopoly. The salt is sold to wholesale traders who retail the same to the public.

SAW MILLS—Two modern, up-to-date saw mills have been recently erected in Karachi—one off the Lawrence Road (The Karachi Saw Mills), and the other opposite the Timber Pond in the Chunna Creek on the Queen's Road (The Chunna Creek Saw Mills, Electric) It is expected that there will be plenty of work for these new undertakings

SMALL INDUSTRIES—There are many small industries in Karachi chief among which may be mentioned the Sind Patent Cement Flooring Tile Works, the various Soap Works, a small Glass Works, a Hosiery Factory, Trunk and Despatch Box Manufacturers, Lac Works, Motor and Bicycle Works, etc

NEW INDUSTRIES—Several new industries have just appeared or are under preparation almost ready for launching Amongst these may be mentioned a Nails and Screws Factory, a Lime-Sand Brick Co., a Carbonic Acid Gas Factory, a Brick and Tile Company, a Fish Supply Co., etc

Local Building Developments—The growth of Karachi as reflected by Municipal land sales and by the erection of new buildings, continues as rapidly as ever In whichever direction we may turn—from Keamari to Cinnamon Town—from the Lyari Quarter to Frere Town and New Clifton,—buildings in course of erection can be seen in every part of the city—private houses shops business premises, clubs, and even Government Offices Thus, whilst commerce may be suffering from a temporary depression, the building trades are certainly flourishing

The Municipality sold 37 plots of an area of 49 854 sq yards in 1921-22 This compares with the sales of 1920-21 as under —

Sales of Municipal Land in Karachi

Quarter of City	In 1920-21		In 1921-22	
	No of Plots	Sq Yards	No of Plots	Sq Yds
Ramswami	11	2 501	12	2 787
Machi Mirri	5	1 862	7	2,962
Lea	4	3 242	8	3 722
Frere Town	19	78 309	10	40 383
Total	39	85 914	37	49 854

The erection of new buildings is not of course confined to lands which have been recently acquired from the Municipality the Port Trust and Government. There are many other vacant plots which private owners and speculators have been holding for years in the hope of making good profits out of them. On these plots some new buildings are no doubt being erected. And there is the work of replacing old structures by new and better buildings of modern design. Some idea of the number of new building operations at present in hand or about to be undertaken may be gathered from the following table which has been compiled from figures kindly supplied by the Karachi Municipality. —

PRIVATE BUILDING PLANS APPROVED BY THE KARACHI MUNICIPALITY

Quarter of Karachi	In 1920-21 (Year ended 31st March)			In 1921-22 (Year ended 31st March)		
	Plans on Municipal Land	Bdgs. on Govt. Land	Total No. of Plans	Bdgs. on Municipal Land	Bdgs. on Govt. Land	Total No. of Plans
Bunder	1	5	6		7	7
Civil Line	2	16	18	3	6	9
Clifton	1	2	3		1	1
Frere Town	6	2	8	14	3	17
Garden		68	68		35	35
Jail	3	4	7	3	16	19
Keamari		6	6		4	4
Lea	1		1	4		4
Lyari	1	32	33		27	27
Market		17	17		33	33
Machi Miran		12	12	1	19	20
Napier		32	32	1	25	29
Old Town		27	27		33	33
Port Trust		1	1		2	2
Preedy	3	6	9	1	7	8
Queen's Road					4	4
Railway	1	1	2		3	3
Ramabagh	8	14	22	10	16	26
Ramaswami	6	5	11	7	6	13
Ranchore	13	16	29	15	11	26
Sadder	3	25	28		21	21
Serai		23	23	3	1	22
Siddr Bazar		1	1			
Translvar					1	1
Total	49	315	364	62	207	269

Among the prominent new buildings completed last year, or at present approaching completion may be mentioned the following —

GOVERNMENT OFFICES — The Paper Currency Office (Bunder Road), the Court of Small Causes (Bunder Road—Old Jail Site), and the new Revenue Offices (also on the Old Jail Site, Bunder Road)

PRIVATE OFFICES — The Imperial Bank of India (McLeod Road) Mohattas Buildings (corner of Wood Street and McLeod Road), Donald Graham & Co's Offices (McLeod Road) and The Daily Gazette Office Extension (Elmhurst Road)

INDUSTRIAL BUILDINGS — Nussliwanjee & Co's Banded Warehouse (Machhi Miani Quarter just off Bunder Road), Karachi Steam Roller Flour Mills Extensions (Lawrence Road), Karachi Electric Supply Corporation's Power House Extensions and Workshop (Elmhurst Road), Eastern Express Co's Warehouse (Queen's Road) and The Chinnor Creek Saw Mills (Queen's Road facing the Timber Pond)

SHOPS AND BUSINESS PREMISES — Fdulji Dinshaw Buildings, Victoria Road Bliss & Co's new premises in Elphinstone Street, Horta & Co's new premises in Elphinstone Street, also five blocks of buildings in Bunder Road (near Mission Road), in Inverarity Road in Napier Street (close to Napier Barracks and Parade Ground) and in Clerke Street

PRIVATE BUNGALOWS — Aideshir H. Mamas' Palace in Kutcherry Road the Alliance Bank of Simla's Bank House (Bath Island Road) the B. I. S. & Co's Bungalows (Merewether Road) the Chinnor Creek Chalet of The Karachi Building & Development Co (Queen's Road) and many very fine private houses on Ghuznee Road Clifton Road Path Island Road, Strachan Road Garden Road Lawrence Road (behind Government Gardens and also near Bunnias Crossing) Embankment Road, and other parts of the Old Town

PRIVATE HALL — Mention must be made of the Jehangir Kothan Hall in Victoria Road an attractive building—one of Sir Jehangir H. Kothan's many gifts to Karachi—which was opened by the Commissioner in Sind (Mr J. L. Rieu) on the 10th September 1921 (*vide* the *Daily Gazette* of 12th Sept 1921 for full report)

PEOPLE'S PARK—Many citizens of Karachi are unaware of the fine new buildings, including a School and Dispensary, etc.—that have recently sprung up around the People's Park opened last year on the site of the old bed of the river Lyari immediately north of the Old Town. A magnificent 80 feet road—the *Embankment Road*—in continuation of *Harris Road* (named after Lord Harris) now skirts the Old Town and forms the southern boundary of the People's Park and Play Ground. This most valuable scheme of Town Improvement is the work of Mr. Methum Lee, the present Chief Officer and Chief Engineer of the Karachi Municipality. Further reclamations of the old river bed and further town improvements are now in course of being carried out. A grateful public have named the newly acquired lands the *Lee Quarter*.

In the table published C-1 giving the number of private building plans that have been passed by the Karachi Municipality during the last two years, it will be noticed that most of the buildings contemplated (some are in course of erection, others have been completed) are on *Government Land* rather than on *Municipal Land*. It is doubtful whether in the area of Municipal lands put up for sale in the number of such sales, and in the steps taken in the past to compel the buyers of Municipal lands to erect buildings thereon, the Municipality have kept pace with public opinion. True, a change for the better was perceptible recently. It is hoped that the new policy will be adhered to and carried to its logical conclusions.

Early in 1921 a **Landlords Association** was formed in Karachi for the purpose of bringing pressure on Government to repeal the Rents Act. This was soon followed by the formation of a **Tenants Association** to protect the interests of tenants in Karachi at that time, and after the Rents Act was repealed. At a meeting of the Tenants Association on the 8th September 1921 Mr. Wentworth Stanley complained that the Municipality did not sell enough of the 19 millions of square yards of undeveloped lands that he asserted the Municipality held at the time; and further that the cost of building in Karachi was excessive. The remedies to the house shortage problem were (a) more land sales, and (b) co-operative building (*Vide Daily Gazette* of 9th Sept. 1921). Since that date several land sales—some at lower prices—have been made by the Municipality, and several **Co-operative Building Societies** have been started. A **Public Housing Building and Development Co.** has also been constituted in Karachi to assist in the work of providing houses and the like for all.

The **Karachi Municipality** has secured for the further step forward so far the constitution was concerned in the direction of complete democratic self government, the number of Councillors being increased from 40 to

54 and the electorate from 8 655 to 20 778 mainly by the inclusion of householders paying a rental of Rs 60 and over the franchise adopted for the Legislative Councils. Mr Ghulamali G Chagla was elected first President of the Reformed Municipality. Unfortunately owing partly to lack of experience and partly to the deliberate obstruction of those known as non co operators the work actually accomplished by the Municipality during the last twelve months has been very poor indeed. The new President anxious to conciliate non co operators and hoping by tolerance, patience and sweet reasonableness to persuade all sections of the people's representatives to pull together permitted most of the Municipality's valuable time to be wasted in mere talk till our Town Council has become but little more than an infructuous debating society. True, the Municipality have sanctioned the purchase of a new air compressor engine and several new ejectors for the Town area in connection with the SHONE Drainage System at a cost of approximate 3½ lakhs of rupees. Our Municipal Councillors have also sanctioned the sale of 333 acres in one part of the suburbs—near the New Jail—to Co operative Housing Societies at Re 18 per sq yd but have so far not sanctioned the sale of vacant land near Ghizrec for similar objects. The extension of the Bunder Road to the new Jail Road in the neighbourhood of Cincinnatus Town thus promising the opening up of further building sites has also been sanctioned and contracts of this work have been given out. But the very urgently needed additional water works and drainage extensions are long over due and a year's discussion of these most important projects has so far resulted in nothing. In the meantime requests to Government for permission to raise the necessary loan remain unanswered. Mr Ghulamali G Chagla in April 1922 resigned his Office of President apparently in despair and Mr Jamshed N R Mehta has just been elected to succeed him. The 1922-23 Budget has been passed and the new President is making a strenuous effort to pull Municipal affairs together. The public wish him every success. Mr Jamshed N R Mehta is an energetic conscientious public spirited young man imbued with just that touch of idealism which is required to redeem the ordinary business man from stodgy mediocracy. He has many admirers and followers and great opportunities lie before him as Karachi's Chief Citizen. Will he seize them?

The Karachi Port Trust have now embarked on a great work officially known as The Karachi Port Improvement Scheme 1921. This project includes the immediate construction of three and later on as required thirteen more concrete Ship Wharves on the West side of the main channel at a distance of 1 200 feet from the present iron pile wooden-decked East Wharves. Up to the time of going to press—May 1922—the site of six of

these West wharves has been reclaimed by means of the Suction Dredger Graham Lynn and it is not anticipated to reclaim any further area until the necessity of constructing more Western ship wharves arises. The continuation of the work is now awaiting the sanction of Government to raise the necessary Loan. Many other schemes are in hand including more Oil Piers, improved accommodation for Indian Craft, the widening of the Native Jetty, the provision of a Fishermen's Harbour and the building of house accommodation for the Staff etc. but these developments are temporarily postponed pending the revival of trade and easier money market. All the Port Trust schemes above mentioned are productive and are therefore, quite suitably built by aid of borrowed capital.

With regard to the Port Trust's Accounts of 1921-22 the Receipts and Expenditure for the year ended 31st March 1922 were both approximately ten lakhs of rupees below the original estimates of a year previously. Nevertheless the working of the Port left an actual surplus of Rs. 1,90,633 which the Trustees attributed to a revival of trade during the closing months of the year.

The Karachi Chamber of Commerce have temporarily postponed the erection of their new Chamber Buildings. The existing Offices and General Meeting Rooms are quite out of date and far too small for the requirements of Members, but the present depression in Karachi's export and import trades coupled with the high prices of building now current make a postponement of building operations expedient. The movements of trade during the past year have been fully dealt with in the opening pages of this Chapter. Certain other important matters have received the attention of the Chamber and to some of these reference was made at the last Annual General Meeting. In the course of his speech moving the adoption of the Committee's Report on the trade of Karachi in 1921 the Chairman of the Chamber Mr. F. Clayton spoke as follows (31st March 1922) —

THE LAW'S DELAYS. Repudiations of contracts have, not I think, been so widespread in Karachi as in some markets of India. But where legal steps have had to be taken the Commercial Community have suffered from the slow and wearisome progress in the Courts of Law. Your Committee have given and are giving attention to this question and hope the day is not far distant when the status of the Judicial Commissioner's Court will be raised and additional Judges appointed with a material lengthening of their tenure of office.

INSOLVENCY ACT.—Where insolvency has resulted we have had further experience of how unsatisfactory is the Provincial Insolvency Act with which Karachi is still penalized. It is impossible for the Mercantile Community of this city to appreciate the reasons why Bombay

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has one procedure and Law in Bankruptcy and Karachi an entirely different one. The general basis of business in the two places is identical the difficulties and necessities of both places are the same yet our appeals for the Presidency Insolvency Act to be extended to Karachi are refused.

GOVERNMENT RESTRICTIONS—I will only refer to one further of the several adverse conditions I have named as affecting 1921, viz Government restrictions upon the natural course of trade. Your Committee have consistently urged upon Government the necessity for removing all restrictions and embargoes. They have held and to day hold that the greatest effect of these is the raising to consumers in this country of prices of articles prohibited for export. The course of prices in Burmah following considerable quantities of Rice being freed for export have justified your Committee's views. While growers and holders are placed by Government action out of touch with world prices it is impossible for them to gauge the value of their products and so long as this obtains Indian consumers will have to pay unnecessarily high rates for their supplies.

EXPORT DUTY ON HIDES AND SKINS We have continued our attempts to obtain the removal of the export duty on hides and skins. A resolution with this end in view was moved by this Chamber at the meeting of the Associated Chambers in January and the minutes of the debate were forwarded to the Fiscal Commission. For general and special reasons therefore we all await with interest the Fiscal Commission's report now in course of preparation.

SUKKUR BARRAGE—No river from this Chamber could be considered complete without some reference to our time worn and illustrious friend the Sukkur Barrage. Your Committee worry this subject at every opportunity and leave no stone unturned to bring about a commencement of the Scheme. We have now got so far as an official statement that the Barrage awaits financial arrangements only but we have had so many disappointments in this matter that I feel it unsafe to hazard an opinion as to how long we shall yet have to wait before a commencement is made.

POST AND TELIGRAPHS Efforts to effect a permanent improvement in our telegraph system both as regard mutilations and delays have been unceasing and these have been attended by some measure of success even if this only amounts to having finally made the authorities realize that Karachi's telegraphic facilities are both inefficient and inadequate. Your Committee have hammered at this subject and will go on doing so until a state of efficient postal and telegraphic efficiency is obtained. Several steps for the betterment of the service have already

been taken. Amongst these are the now regular visits of the Department's senior officers to Karachi to investigate complaints if possible to remedy same, and also generally to hear our views and make recommendations.

Certain technical improvements and additions to equipment have been definitely promised and these it is hoped will lessen the possibility of chaos during the coming Monsoon. There is also a scheme afoot for the insulation of the particularly bad sections between Bombay and Karachi but the Department's restricted finances forestall any hope of its early fruition. We are convinced however that more than this is required to place the system in a state of permanent efficiency regardless of the weather. Our task therefore is by no means finished.

Our repeated representations over many years of the urgent necessity of a Deputy Postmaster General for Sind appear at last to be receiving recognition. It is understood that provision for the appointment has been made in the 1922 Budget and what is more the Standing Finance Committee of the Assembly is believed to have approved of it. I hope the appointment of an officer to this post will not be long delayed. In this connection I have to day received a telegram from the Director General of Posts and Telegraphs in India which reads - Just heard from Government that question of Deputy Postmaster General Karachi is under consideration orders expected in a few days. Owing to financial stringency new appointment not likely to be created before first July. Provided the appointment is made by 1st July we can wait with patience during this short period of delay.

RAILWAYS —As regards Railways the year under review has seen little or no furtherance of the big schemes we have in view. Recently however we have had an opportunity of expressing our views to the Officer appointed by the Railway Board to inquire into the necessity of and the advantages to be derived from the linking up of Karachi and Cawnpore by a broad gauge line. We may perhaps eventually be able to persuade the Railway Board to meet the heavy expense which the scheme of course involves and thus take a big step towards the handling of Karachi's traffic with the consequent expansion of the trade of the Port.

KARACHI'S REQUIREMENTS —To conclude Gentlemen the outstanding requirement at present of the Mercantile community of Karachi as also of the whole of India is a general pronounced and sustained revival in trade. To assist to this desirable end Karachi wishes to see amongst other things improved railway and telegraphic facilities, something approaching stability in exchange,

bumper crops the disappearance of all Government restrictions upon trade and a cessation of labour troubles. All these for so long a period of time as possible uninterrupted by any political disturbances. Last and not least while we are pleased to know the Sutlej Valley Irrigation Scheme has received full sanction and that orders have been given for the detail survey to proceed we very ardently desire to see the commencement of the Sukkur Barrage Scheme.

Special consideration will be devoted in later chapters to the Sukkur Barrage Scheme to improved Railway communications to the stabilisation of the foreign exchanges and to the prospects of a general revival of trade following the reconstruction of Europe.

Military Developments—Last year was rendered notable in the Military History of Sind Baluchistan and Rajputana by the creation of a new military organisation the Western Command with Headquarters at Karachi. Lieut General Sir Walter Braithwaite KCB was appointed General Officer Commanding in Chief of the new command whose boundaries extend from Quetta to Ajmere and from Karachi to the Zhob Valley. The arrival in Karachi of some thirty officers and their families added considerably to the difficulties of Karachi's housing problem in Cantonments and Civil Lines but the building of new bungalows is proceeding apace and the situation is now easier. The presence of a high military authority in Karachi will facilitate the work of Army Headquarters in India whilst Karachi's own problem of the rearrangement of Cantonment lands so as to permit of the expansion of the City and Civil Lines must be correspondingly facilitated and expedited.

Flying Developments—At Drigh Road some five miles to the east of Karachi and immediately alongside the main line of the North Western State Railway Karachi possesses the beginnings of the largest and best aerodrome in India. It has long been recognised that Karachi must eventually be the Western Terminus of all direct air land and water services between India and Europe. The existence of the Drigh Road Aerodrome is now the outward and visible evidence of this fact so far as air services are concerned. The Aerodrome is by no means completed yet owing to the financial difficulties which in consequence of the war the Government of India (in company with all other Governments) are at present experiencing. In the meantime private enterprise in Karachi continues to endeavour to popularise the aeroplane as a commercially profitable means of transport. Government do not appear to be giving much encouragement to such enterprise up to the present, but the aeroplane has come to stay, and time will most certainly prove the correctness of those who believe that air transport will some day prove as common as land and water transport. An Airship

Company is at present endeavouring to organise an enterprise which will maintain regular Air Ship services between England Australia Tasmania and New Zealand. Such services would call at the Karachi Aerodrome as a matter of course. The air ships would be able to carry about two tons of mails and some 30 to 40 passengers. The journey between Karachi and England would probably occupy four days only. An account of this enterprise was given in the *Daily Gazette's* editorial columns of the 7th July 1921 under the heading— Karachi A Link of Empire.

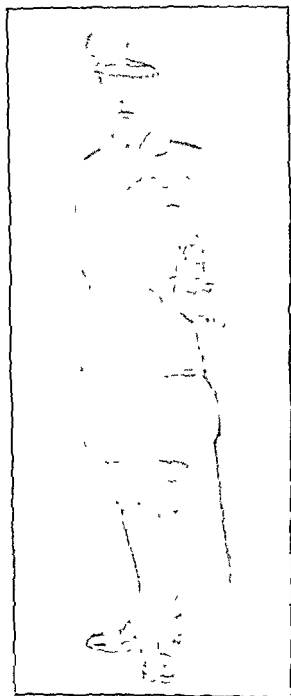
Telegraph Developments—Before the War Karachi's telegraphic lines of communication eastwards northwards and westwards were on the whole satisfactory. The land lines to Bombay *via* Hyderabad and Marwar were liable to occasional interruption owing to salt and sand in Sind and the Rajputana desert disturbing the insulation of the wires. On the other hand telegraphic communication with the United Kingdom by way of the Indo-European Company's lines across Persia and Southern Russia was better than that enjoyed by any other Port or City in India. The average time in transmission of a telegram between Karachi and England and *vice versa* was about forty minutes and it was by no means unusual for Karachi merchants to exchange *two* messages a day on the same subject with their Houses in London Liverpool and Manchester. Thus a telegram despatched from Karachi about noon would bring a reply in Karachi soon after lunch. If the answer to this reply were cabled at once the reply to this cable would be delivered in Karachi before dinner time. During the War the land lines in Southern Russia were destroyed. The Indo European Company have been working continuously for the last two years to restore this most efficient and popular line of communication. The section between Odessa and Warsaw required most attention. This section has now been repaired and it is expected that the line between Karachi and London will be re opened by the beginning of July 1922.

Wireless Developments—Karachi has for some years enjoyed the presence of a powerful Marconi Wireless Telegraph Station located on Cantonment land close to the Golf links and between the Napier Barracks and the Cantonment Railway Station. From this station it is possible to communicate with all other wireless station in northern India and also to ocean going steamers approaching India from the Persian Gulf Aden South Africa and Western and Southern India. The Prince of Wales received his first telegraphic words of welcome to India from the Karachi Chamber of Commerce *via* the Karachi Wireless Station soon after leaving Aden on the *Renown*. Unfortunately although Karachi has been but poorly served in 1921 by the ordinary telegraphic service between Karachi and Bombay (*via* the Rajputna District) it has not been possible to

was resolved upon rather than allegiance to the King Emperor, and if obedience to the teachings of the Koran involved a conflict with the laws of British India then it was inferred that those laws must be ignored (A full account of the Conference appeared in the *Daily Gazette* of the 9th and 11th July 1921) The final upshot of this Conference was the arrest of its President Mr Mahomed Ali who was sent to jail for two years' rigorous imprisonment for making statements calculated to seduce Mahomedan soldiers from their duty and allegiance to the British Government

The Non Co operators of Karachi—those misguided folk mostly young men who think to achieve progress by first wrecking existing institutions—have steadily lost such influence over local ignorant and uneducated folk as they once possessed, and there is now every indication that healthy and sound common sense is once more gaining ascendancy All local political leaders of real influence have condemned the non co-operation movement as calculated to do more harm than good Nine local Non Co-operators are now in jail for declining to give security for their good behaviour in future

Departure of the Prince of Wales from Karachi The selection of Karachi as the Port of Departure for the Prince of Wales on the completion of his tour throughout India was a gratifying evidence of geographical advantages of the Port for the Europe going traveller The fact that at a later date it was decided that the Prince should visit Japan before returning to Great Britain was not allowed to interfere with the Prince's programme as originally arranged An account of the Prince's arrival at and departure from the City and Port of Karachi will be found in the next Chapter



CHAPTER II

The Prince of Wales sails from Karachi.

In the early months of 1906 His Royal Highness, Prince George of Wales (now His Majesty, the King Emperor), having visited the leading Cities and Ports of northern India eventually arrived in Karachi whence after unveiling a Memorial Statue of his grand mother—the late Queen Empress Victoria he sailed for England in the *Renown* escorted by H.M.S. *Terrible* one of the largest and most powerful vessels in the British Navy.

The news that the Prince of Wales would follow in his father's footsteps and after completing his tour around India and Burma would sail from Sind's chief Port on almost the same day of the year as the King-Emperor had done in 1906 aroused considerable enthusiasm in this Province. The Prince of Wales on his outward voyage left Aden for Bombay on the *Renown* on the 12th of November 1921. Two days later His Royal Highness received his first direct or official welcome to India via the Karachi Wireless Installation from the Members of the Karachi Chamber of Commerce. Three days afterwards—on the morning of the 17th Nov. 1921,—Prince Edward landed in Bombay and commenced that wonderful series of visits, meetings and ceremonies which quickly won for him the approval, the affection and the support of every right thinking man and woman in India.

Karachi watched with daily growing interest the Prince's movements from Bombay to Baroda—Udaipur—Ajmer—Jodhpore—Bikaner—Bharatpur—Lucknow—Allahabad—Benares—Nepal—Fateh—Calcutta—Rangoon—Madras—Bangalore—Mysore—Hyderabad—Nagpur—Indore—Bhopal—Gwalior—Agra—Aligarh—Delhi—Patna—Jullundur—Lahore—Sialkot—Jammu—Jhelum—Peshawar—Rawalpindi—Lahore—Dehra Dun—and Gujranwala Camp for the Kadir Cup Meeting. As the time approached for His Royal Highness' arrival from Gujranwala in Sind, local interest increased to the level of active enthusiasm. The Karachi streets were everywhere bright with Venetian masks, huntings and a great display of the flags of all Nations. Triumphant arches were erected

at the Cantonment Station, in the residential quarters of Karachi, in the City, at the Zoological Gardens, and at Keamari. An imposing Imperial Pavilion was built outside the Cantonment Station, the approaches to which were lined by neat grass lawns that had sprung up in a single night!

Punctually at 9.30 on the morning of Friday the 17th March 1922, the Royal Train steamed into Cantonment Station with the Prince and his Personal Staff. His Royal Highness was received by His Excellency, Sir George Lloyd, Governor of Bombay, Mr. J. L. Rieu, Commissioner in-Sind, Sir Walter Braithwaite G. O. C. in Chief, Western Command, and other high Officials. Several Ruling Chiefs and great Indian Notables were also present, to make no mention of a dense crowd of spectators, including all the leading men and women of Karachi, and the principal people of Sind—all attired in the most striking and brilliant uniforms and dresses. The spectacle was one that will long be remembered in Karachi.

After presentations, and an inspection of the Guard of Honour of the 2nd Batt., York and Lancaster Regiment, the President of the Karachi Municipality, Mr. Ghulamah G. Chagla, received permission to read an Address of Welcome to the Prince as follows:—

THE ADDRESS OF THE MUNICIPALITY.

May it please Your Royal Highness,

We, the President and Members of the Municipality of this City, beg to tender to Your Royal Highness a most loyal and cordial welcome to our City, the Capital of Sind.

It is a happy coincidence that sixteen years ago to-day we had the honour and pleasure of welcoming to our City your illustrious parents, Their Most Gracious Majesties the King-Emperor and Queen Mary. Their visit was most gratifying to us for many reasons. Not only did it afford us the pleasure of meeting our future Sovereign, but it gratified for the first time our ambition to have our City deemed worthy of inclusion among the cities chosen to be honoured by visits of Members of the Royal Family.

Although Karachi cannot pride itself on the ancient historical associations and the splendour of many of the cities Your Royal Highness has visited during your tour in this land, it can justly regard its commercial prosperity and extra-ordinarily rapid growth as being worthy of recognition. Notwithstanding the impediments to growth caused by the stagnation of trade and other adverse circumstances due to the Great War and its after effects, the advancement of our City has been almost uninterrupted. Our population, as ascertained by the official censuses, shows phenomenal

increased from 116 663 in 1901 to 159 786 in 1911 and to 216 748 in 1921. The gross value of our trade has risen from 31½ crores of rupees in 1904 to 74½ crores in 1920 and during these years the tonnage of vessels which entered our Port has increased from 1 380 000 to 2 108 000.

Geographically our City is very favourably situated. One fact which will appeal to Your Royal Highness is that Karachi is 200 miles nearer Great Britain than any other Port in India and it is a legitimate ambition of the citizens that a direct mail service between England and this Port shall be established. It is also hoped that this City will form the terminus of the Trans-Persian Railway. When in the future the means of transit by land and sea are supplemented by aerial services we believe our City will still further maintain its pre-eminence. As Your Royal Highness is well aware Karachi is the Aeroplane Terminal Station for Western India and it is the first point in India reached by those engaged in various flying services in their journeys from the West. We have already welcomed many aerial harbingers who, winging their flights from distant lands in the West, have alighted within our gates before continuing their journeyings to the North, South and East.

Karachi is the Port for Sind and the Punjab and vast quantities of agricultural produce from these immense tracts pass through the City for export. As irrigation works are extended in Sind and the Punjab the development of extensive uncultivated areas will add enormously to the trade of this Port and further stimulate its advancement. We are also looking forward to our City being brought into closer touch with the Capital by the construction of a Broad Gauge Railway to Delhi—a scheme which is engaging the attention of the Government of India.

Your Royal Highness who rendered such distinguished and brilliant service to the Empire during the Great War will be particularly interested to know that the resources of our Port were fully utilized during those anxious years in the despatch of troops, supplies and munitions to various fields of action and in addition to being brought into singular prominence by the service it rendered to the British Empire in this respect it also became known as an important Hospital centre for the sick and wounded from overseas.

The duties and responsibilities of the Municipality of a rapidly growing City like ours are heavy as we not only have to provide for the present needs of our citizens but also to look ahead and make adequate provision for the future requirements of our increasing population. Consequently the Municipality are contemplating the carrying out of important schemes of Waterworks and Drainage Extensions. Improvements of various congested areas of the City have been effected. Other improvements are in

course of execution, and schemes for the development of new areas are being prepared. In this connection the City is fortunate in being possessed of land in plenty for its development as the area within the Municipal boundaries is 74 square miles. In order to ameliorate the housing conditions of various communities, the Municipality are providing facilities to encourage the promotion of Housing Societies on Co-operative lines. The areas to be allotted for this purpose are on the outskirts of the town as at present developed, and when the Societies have taken full advantage of the opportunities offered to them and their work is brought to fruition, many of our population who at present are compelled to live within the narrow confines of our busy City will be enabled to reside in more health giving surroundings and enjoy the great benefits to be derived from the amenities of housing on well planned suburban estates. In many other ways the Municipal activities are unceasing. Due regard is being paid to the maintenance of the requisite Hospitals and Dispensaries and all measures necessary for promoting the health of the City and in the matter of education the Municipality are endeavouring to meet the demands made on them with regard to the provision of an adequate number of schools. As evidence of these numerous activities we would inform Your Royal Highness that during the past decade the annual Municipal expenditure has increased from Rs. 15,98,819 to Rs. 57,83,548.

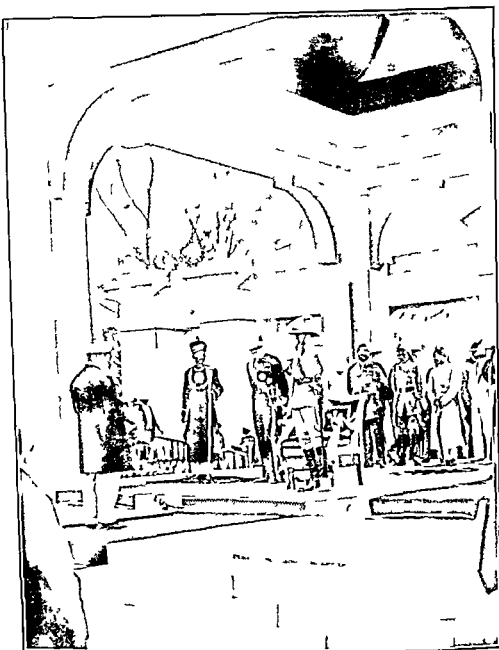
A characteristic feature of the Province of Sind is the River Indus and the canals which in a measure ensure it against those devastated famines which afflict less favoured provinces dependent on uncertain rainfalls. In this connection a large project known as the Sukkur Barrage is claiming official and public attention. We could have wished that it had been possible for Your Royal Highness to have inaugurated this scheme and so identified yourself for ever with the life of this Province. It would indeed have been a princely act, worthy of Your Royal Highness, to have rendered *abad* a large tract of rich country only thirsting for the life giving waters of our famous river but we realize the limitations of a short visit of four months to this great country.

We trust that Your Royal Highness' visit to India which has now almost ended, has been in the highest degree pleasant and enjoyable. For our part we assure Your Royal Highness that our hearts have been warmed and gladdened by your presence amongst us and in bidding Your Royal Highness Farewell and Godspeed, we cannot better voice our feelings than in the words of the loving, loyal and sanctified strain:—"God Bless the Prince of Wales."

THE PRINCE'S REPLY

To this excellent and very comprehensive Address of Welcome, His Royal Highness at once replied as follows —





H R H THE PRINCE OF WALES Receiving the Municipal Address at Karachi Cantonment Station Karachi Ma ch 17th 1922 (On the Prince's right is H E the Governor of Bombay while immediately behind him stands H H the Maharaja of Patiala Mr Ghulamali G Chagla Chairman of the Municipality is in the foreground reading the Address)

Gentlemen—I thank you for the warm welcome which you have extended to me and for your good wishes

I am glad that I am able to pay a visit to Karachi before I leave India. My Father and Mother will be interested to hear from me of the great progress and expansion which has taken place in this city and port since their visit 16 years ago. It is a special pleasure to me to see your city because of the prominent part which it played in the War and its close association with the fine work of India's fighting forces.

I entered India by one of its oldest gateways. It is fitting that I should leave it by one of its most modern. For the rapid growth of your city and population, your ever expanding export trade and your growing importance as a focus of communications are the direct result of one of the most striking achievements of British rule in India. Your expansion is the outcome of that triumph of engineering and colonizing skill which transformed millions of acres of desert into the granary of India which added in no small measure to the world's stock of food grain and clothing and peopled waste places with a happy and prosperous peasantry. I read in this symbol of the good which united effort can secure in India, and in your rapid growth I find good augury for that high position which India may fill in the commercial world of the future.

Your civic duties are onerous and important. Increased work and responsibility will be your lot as rural prosperity increases in Sind, the Punjab and Rajputana. I know that in the task which lies before the welfare of the people of this city will be your first care.

My visit to Karachi has been one of no common interest for me.

Gentlemen, I thank you again for your kind words. May Karachi prosper.

The Members and Officers of the Karachi Municipality having been presented, His Royal Highness proceeded to the Queen's Lawns in front of the Frere Hall and there performed a very popular ceremony—namely, the presentation of the new Colours to the 126th Baluchistan Infantry. Addressing the Regiment in Urdu, the Prince spoke as follows—

Officeran, Ohdedaran aur Jawanan 126th Baluchistan ke Main buhat khush hun ke mujhe ap ki pallan ko Colours dene ke liye achi manqul mila hai.

Bar-i-larai men ap ke kam se apki pallan buhat mashhoor hun aur is ke bad Mesopotamia men ap ki pallan ne aur bhi nick namu pai.

Main umeed karta hun keyeh Colours ap ke hithor men aisa aisi imandari aur adab ke sath rakhe jayenge jaise quadeem se rakhe gae.

Main sab logon ki khush nasibi chahta hun.

Following the march past of the Baluch came the presentation of Ex Service men in the shamiana on the terrace. The Prince shook each by the hand as the introductions were made by Lt Col C C Teal. Next came the presentation of the Sind Veterans and pensioners drawn from all parts of the Province, some having travelled many miles for the occasion.

Three rousing cheers were given as the Prince moved from here to the other side of the Front Hall where the Baluchi War Memorial stands

UNVEILING THE BALUCHI CENOTAPH

With the permission of His Royal Highness Colonel P H Dyke, D S O, Commanding the 130th King George's Own Baluchis spoke as follows—

The memorial which Your Royal Highness has kindly consented to unveil to those Officers and men of the Baluch Group who laid down their lives in the Great War. It was originally conceived in the simple form of a marble or brass in Trinity Church Karachi. It appeared however desirable that something further should be done more commensurate with the services which all ranks rendered in & of the theatres of War. Also whilst commemorating the life of our own faith we felt sure they would prefer to be more closely identified with our Indian comrades who had so nobly responded to the call of the King Emperor and who were ever so ready to sacrifice themselves in saving their British Officers from danger and hardships. The new Group organization afforded the opportunity of cementing the old friendship between the six battalions which are now officially connected. Thanks to the generosity of friends in the mercantile community and the gift of a valuable site by the Municipality, we have been able to do honour more worthily to our dead. We are proud that all but one of the five active Baluch battalions have the privilege of bearing the name of our King or of one of our Royal Family.

It is a source of gratification to us that the first Victoria Cross ever awarded to Indian troops was gained by an Indian Officer of the Baluch group.

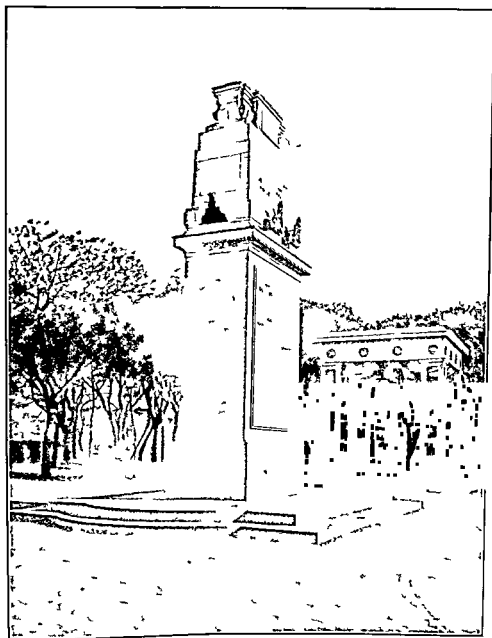
We are indeed fortunate in being honoured by the presence of Your Royal Highness to unveil this memorial to our fallen comrades.

THE PRINCE'S REPLY

The Prince having unveiled the Cenotaph—a very fine specimen of the Architect's genius by Messrs Anderson and Meldrum,—spoke as follows:

I esteem it a great privilege to unveil this Memorial to over 1 000 brave officers and men of the Baluch group of Indian Infantry who laid down their lives for their King and Country in the Great War.

Three of those regiments are closely connected with my family by special ties. Whether duty called them to France Egypt Palestine East Africa Persia Waziristan or on the Afghan Frontier the men of all those units one and all fought with characteristic courage and upheld the glorious traditions of their regiments and of the Indian Army to which they belong. Among the many distinctions won by the officers and men I may mention the 2 Victoria Crosses which the 129th Baluchis treasure with pride.



THE BALUCH REGIMENTS CENOTAPH KARACHI

Messrs Anderson Meldrum and Aschpotz Architects

This Cenotaph which was unveiled by the Prince of Wales on the day of his departure from India is built of pink Jodhpur stone. The main portions being of six monoliths finely carved in inscriptions in English and Urdu in incised letters gilded. The bronze crests of the five regiments were cast by Messrs H. H. Maitlyn & Co. Ltd. of Cheltenham.

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This memorial has been erected by the men of the regiments to the honour of and in memory of their own brave comrades. There can be no more fitting memorial for soldiers. In unveiling it I trust that it may long keep their name, their sacrifice and their brave deeds before future generations. May it inspire those that come after to work for their King and Country in that spirit of loyalty and devotion which has always animated the Baluch Infantry Regiments.

In the afternoon, His Royal Highness was pleased to attend a Party in Government Gardens (the Zoological Gardens) given in his honour by the Zemindars and Jagirdars of Sind. A pleasing feature of the Party (at which both Boy Scouts and Girl Guides were in evidence), was the presence of some ten thousand children of Karachi. A group of children carried flowers to the Prince, whilst the Zemindars and Jagirdars were presented to His Royal Highness on the Beaumont Lawn.

After returning to Government House the Prince started thence for Keamari, the official procession passing along Kutcherry to Bunder Road and so to a magnificent Port Trust Anchorage close to the Sydenham Pavilion Keamari, where the Prince's arrival was the occasion for great bursts of cheering. After the Chairman (Mr. J. B. S. Thubron, C.I.E.) and Trustees of the Port of Karachi had been presented, His Royal Highness bade farewell to the Indian Prince and all High officials present and embarked on board the *Renown*. As the Prince left the wharf the public burst through all barriers, and standing at the Wharf's edge sang 'Auld Lang Syne' with great feeling till the Prince passed out of sight, when repeated rounds of cheering closed the ceremonies.

THE PRINCE'S FAREWELL MESSAGE

From Karachi His Royal Highness the Prince of Wales sent the following telegram to His Excellency the Viceroy:—

I bid farewell to India with feelings of the deepest regret. I prize the hand of friendship which India has extended to me and shall ever treasure memories of my first visit in future years. By God's help I may now hope to view India, her Princes and Peoples with an understanding eye. My gathered knowledge will I trust assist me to read needs aright and will enable me to approach her problems with sympathy, appreciate her difficulties and appraise her achievements. It has been a wonderful experience for me to see the Provinces and States of India and to watch the machinery of Government with interest. I have noted signs of expansion and development on every side. It has been a great privilege to thank the Princes and Peoples of India for their efforts and sacrifices on behalf of the Empire in the Great War and to renew my acquaintance with her gallant Fighting Forces. Finally my warmest thanks are due to Your Excellency, to the officials of your Government and to the Princes and Peoples of India by whose cordial assistance I have been helped at every stage of my journey to secure my cherished ambition. I undertook this journey to see and know India and to be known by her. Your Excellency's welcome at the outset and the encouragement which I have constantly received on

all hands since landing in India has given me heart for my task. I have received continuous proofs of devotion to the throne and person of King-Emperor and on my return to England It will be my privilege to convey these assurances of loyalty to His Imperial Majesty. I trust that my sojourn in this country may have helped to add some grains to that great store of mutual trust and regard and of desire to help each other which must ever form the foundation of India's well-being. On my part I will only say that if the memories which I leave behind in India are half as precious as those I take away I may feel indeed that my visit has brought us closer together, that India may progress and prosper is my earnest prayer. I hope it may be my good fortune to see India again in the years to come

To this Royal Farewell His Excellency the Viceroy—Lord Reading—
replied from Jampur on the following morning (18th March 1922) —

The heart of India will be stirred by Your Royal Highness' message of farewell. You came to India on an embassy of Good Will, the youthful heir to the throne, a veteran soldier of the King India's friend. You leave India having won India's heart for good, the heart of the people lies through knowledge and sympathy. From the day you landed in India, you set yourself to gain the one, Providence has endowed you with the other. Long will the memory of your embassy live in India's heart. On behalf of the Princes, Peoples and Officials of India, I thank Your Royal Highness and express for myself and them our particular gratification that Your Royal Highness hopes to see India again in the future. For myself and them I wish you Godspeed and all happiness until we again have the inestimable privilege of welcoming Your Royal Highness to India.

* * * * *

*The tumult and the shouting dies
The Captains and the Kings depart
Still stands thine ancient sacrifice,
In humble and a contrite heart,
Lord God of Hosts be with us yet,
Lest we forget—lest we forget!*

*I am called, our names melt away
On dune and headland sinks the fire
Lo, all our pomp of yesterday
Is one with Nineveh and Tyre!
Judge of the Nations, spare us yet
Lest we forget—lest we forget!*

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CHAPTER III

The Trade of India 1921-22

Princes may come and Princes may go—but the fact remains that the material and moral progress of every country depends primarily on the success with which the people at large can by their work, thrift and foresight produce the means whereby health and wealth can be maintained and the materials be accumulated by aid of which further steps forward can be engineered.

In the opening Chapter of this Section the Trade Industries and activities of the chief local bodies of Karachi in 1921-22 were briefly discussed. In almost all directions—particularly in overseas trade—the results were poor and unsatisfactory in the extreme. That this state of affairs was not confined to Karachi however will become apparent when the figures of the trade of all India for the year ended 31st March last be studied. A word of explanation must here be introduced. In the figures which follow *values in rupees* are shown. It must be remembered that money in India (as in most other countries) has lost a great deal of its purchasing power. In other words owing to excessive issues of paper currency owing to the exigencies of war prices have risen considerably. They are at present in many cases anything from 50 to 75 per cent above pre-war levels so that Rs. 15,000 worth of trade now may not represent *in goods* any more than Rs. 10,000 before the War.

On the ground that man must produce before he can consume let us first take India's overseas Export trade of 1921-22. Here are the main heads *in rupees* as compared with the figures of 1913-14.

EXPORTS FROM INDIA (in lakhs of rupees)

	1921-22	1913-14
(1) Raw materials & goods mainly manufactured	109.73	122.46
(2) Foodstuffs and textiles	39.45	64.77
(3) Goods mainly or wholly manufactured	61.66	54.59
(4) Miscellaneous	4.64	2.40
(5) Re-exports & re-exported	14.06	4.67
Total (in lakhs of rupees)	229.54	248.89

The above figures make it quite clear that after allowing for the higher levels of prices in 1921-22 than in the pre-war year, last year's overseas export trade was small in comparison with that of eight years ago.

With such poor sales of her surplus products it would hardly be expected that India could afford to purchase much from abroad. Here are the values in rupees of the goods imported into India in 1921-22 —

IMPORTS TO INDIA (in lakhs of rupees)

	1921-22	1913-14
(1) Goods wholly or mainly manufactured	189.46	145.15
(2) Food, drink and tobacco	50.63	21.66
(3) Raw materials and goods mainly unmanufactured	22.01	10.55
(4) Miscellaneous	4.32	2.87
Total (in lakhs of rupees)	266.42	183.23

These figures make it quite clear that notwithstanding poor sales abroad, purchasers in India imported at least as many goods in 1921-22 as in 1913-14. The figures make it appear that India actually imported far more, but as explained before, full allowance must be made for the higher levels of prices in 1921-22 than in 1913-14.

The fact that India, according to the above figures, imported last year 37 crores of rupees worth of goods *more than she exported* fully accounts for the present depressed condition of sterling exchange. To pay for these excess imports, India wants Pounds, Sterling, Dollars, etc. Nobody outside India wants Rupees, hence the inability of the Secretary of State for India to sell any of his Drafts on India, hence the present low sterling value of the rupee.

A few figures showing the chief Exports from India of the last three years may be of interest —

INDIA'S PRINCIPAL EXPORTS (in lakhs of rupees)

Articles	1919 20	1920 21	1921 22
Textile Materials	90 66	62 01	71 74
Yarns and Fabrics	78 18	72 18	46 44
Grain Pulse and Flour	15 14	25 64	29 98
Tea	20 56	12 14	18 22
Seeds	26 26	16 83	17 40
Gums Resins and Lac	7 41	7 68	7 93
Hides and Skins	23 40	5 24	5 98
Tanned Skins and Leather	12 71	3 29	4 03
Chemicals and Drug	3 03	3 78	2 85

The above figures almost seem to show that India is becoming an exporter of manufactured goods rather than of raw products!

The following figures give an insight into the directions in which India spends her money abroad —

INDIA'S PRINCIPAL IMPORTS (in lakhs of rupees)

Goods.	1919 20	1920 21	1921 22
Textile fabrics and yarns	69 08	118 32	62 42
Machinery	9 58	24 08	35 49
Sugar	22 99	18 50	27 50
Metals Iron and Steel	16 28	31 23	21 15
Railway plant	4 58	14 13	18 91
Hardware Instruments Cutlery	7 14	16 15	11 93
Grain Flour Pulse	3 08	5 06	9 35
Oils	9 43	8 76	7 56
Coal Coke Patent Fuel	12	30	5 85
Other metals and alloys	6 39	9 34	5 05
Textile materials	2 57	3 51	4 97
Dyes and colours	3 23	5 72	4 49
Chemicals Drugs Medicines	3 73	5 16	3 74
Motor Cars carriages carts	4 53	14 08	3 51
Liquors	2 90	4 21	3 37
Stationery paper pasteboard	3 12	9 12	3 25
Glass and earthenware	2 74	4 27	3 00
Provisions Oilman's Stores	2 90	3 60	2 70

The gross inflation of prices of two years ago is clearly reflected in the 1920 21 figures. The outstanding feature of last year's figures is the immense importation of MACHINERY which clearly reveals a determined attempt to extend the manufacturing capacity of this country.

MOVEMENTS OF THE PRECIOUS METALS

As in the case of merchandise, so with the precious metals, India imported more than she exported in 1921-22. Import of silver increased by Rs 6.04 lakhs to Rs 17.05 lakhs, due mainly to speculation, and a belief early in 1922 that Government would surely replace the import duty on silver for revenue purposes. Imports of gold bullion fell by Rs 11.33 lakhs to Rs 5.36 lakhs, sovereigns and other British gold coin by Rs 70 lakhs to Rs 3.83 lakhs, whilst other coined gold rose by Rs 1.63 lakhs to Rs. 4.46 lakhs. Taken as a whole, imports of "Treasure," private and Government, exceeded exports by Rs 11.13 lakhs (imports Rs 30.20 lakhs, minus exports Rs 19.07 lakhs) although both imports and exports were less (by Rs. 4.38 lakhs and Rs 7.10 lakhs respectively) than in 1920-21. India's indebtedness on account of her excess imports of the precious metals contributes materially to the weakness of sterling exchange, i.e., the low sterling value of the rupee.

INDIA'S OVERSEAS CUSTOMERS

The condition of India's customers overseas, their ability to buy India's surplus products, and their capacity to manufacture and sell what India desires to buy are most important matters that must on no account be overlooked. India's sales abroad i.e., exports, of her surplus products were valued at Rs. 2,29,55,37,010 say Rs 229 crores and 55 lakhs. Of these Rs 229 crores worth of goods the buyers were —

The British Empire	. Rs 91 crores
The United Kingdom	Rs 45 crores
Japan	.. Rs 38 crores
The United States	Rs* 25 crores
Germany	Rs 15 crores

In other words, the British Empire, including the United Kingdom, bought Rs 136 crores worth or more than one half —close upon 60%—of India's exports.

Compare this with the condition of affairs that prevailed *before* the war.

India's Chief Customers before the war were in Europe. True, America and the Far East bought largely from her as the following figures prove:—

(A) EXPORTS OF INDIAN PRODUCE (VALUES IN POUNDS STERLING)

	1911 12	1912 13	1913 14
To America —			
United States	£10 393 786	12 526 696	14 518 894
Argentine Republic	1 025 257	2 162 508	2 090 302
To the Far East —			
Japan	£11 152 767	12 472 839	15 115 894
Hongkong	5 421 761	6 251 910	5 102 006
Straits Settlements	5 734 658	6 006 663	4 367 462
China	6 730 538	7 337 000	3 801 207

But her largest and most important customers were in Europe and on the Continent of Europe as the following figures make very clear

(B) EXPORTS OF INDIAN PRODUCE (VALUES IN POUNDS STERLING)

	1911 12	1912 13	1913 14
To the United Kingdom	£38 427 836	40 433 623	38 236 780
To the Continent of Europe—			
Germany	£15 058 119	16 575 543	17 570 514
France	9 162 078	10 502 714	11,788 462
Belgium	8 883 270	8 758 162	8 043 230
Austria Hungary	5 046 924	4 834 774	6 649 886
Italy	4 186 906	4 600 736	5 223 411
Holland	2 212 893	2 488 251	2 941 792
Russia	1 158 206	1 328 586	1 636 149
Spain	1 191 316	1 217 326	1 485 420
	£46 899 712	50 306 092	55 338 864

The above figures show beyond all possibility of question that the Continent of Europe before the Great War was a larger and therefore a more important market for India's surplus products than the United Kingdom or America or the Far East. Indeed when it is remembered that the value of India's total export trade in the three years before the war did not exceed £163,000,000 per annum the fact emerges that the Continent of Europe which bought over one third of India's exports was in truth India's best customer.

Obviously the restoration of the Continent of Europe to pre-war conditions of economic activity is of the very first importance to India. Not until this be achieved, (or other buyers equally keen, wealthy, and industrious can be found) will India's export trade re-assume its healthy proportions of pre-war days, and India's foreign exchanges return to those conditions of stability which this country enjoyed for nearly 20 years after 1898 when the British Sovereign and the 1s 4d rupee were finally accepted as India's chief monetary tools.

SOME SWADESHI ENTERPRISES.

INVEST YOUR SAVINGS IN THE

- CHINNA CREEK SAW MILLS (ELECTRIC) (or the
- EASTERN EXPRESS () (or the
- KANJIRA VALLEY RAILWAY PROJECT (or the
- KARACHI BUILDING AND DEVELOPMENT () (or the
- KARACHI ELECTRIC SUPPLY CORPORATION () (or the
- KARACHI SAFE DEPOSIT COMPANY () (or the
- KARACHI ELECTRIC SAW MILLS ON CHINNA CREEK () (or the
- KASHMIR RAIL AND RAILWAY PROJECT (or the
- LARKANA JACOBABAD (SIND) LIGHT RAILWAYS () (or the
- LOWER SIND FEEDER RAILWAY () (or the
- MIDDLE SIND FEEDER RAILWAY PROJECTS () (or the
- SIND LITERACY Co. () (or the
- SIND LIGHT RAILWAYS () (or the
- UPPER SIND LIGHT RAILWAYS JACOBABAD KUSHMORE FEEDER () (or the

or more of them

CHAPTER IV.

Can Tariffs Increase India's Trade ?

In consequence of questions asked in the Legislative Assembly, the Government of India decided last year to appoint a special Indian Fiscal Commission thoroughly to investigate the whole problem of Free Trade *versus* Protection, and to recommend what tariff policy would be best in future in the interests of all concerned in India, also to report on the question of Imperial Preference. The Commission was appointed in August of last year and consisted of the following —

The Hon. Sir Ibrahim Rahimtulla, Kt, C I E, *President*
 Professor J. M. Keynes, C B of Cambridge, *Vice-President*
 Ayyar, Mr. T. V. Seshagiri, M L A, (from Madras)
 Birla, Ghaneshyamdas, M L C (from Calcutta)
 Coyajee, Professor J. C., B A, LL B, (from Calcutta)
 Dadabhoy, The Hon. Sir Maneckjee, Kt, C I E, (from Nagpur)
 Dwarkadas, Jamnadas, M L A (from Bombay)
 Holberton, Sir Edgar, Kt, C B E (from Rangoon)
 Mant, R. A., C S I, I C S, (from Simla)
 Morarji Narottam, (from Bombay)
 Rhodes, C. W., C B I, M L A (from Calcutta)
 Webb, Sir M. de P., Kt, C I E, C B I, M L A (from Karachi)

The Commission assembled in Bombay in November 1921, toured all India and Burma for the purpose of taking evidence (one Member visited Ceylon), and is now writing its Report in Simla. It is expected that the Report will be in the hands of the Government of India by July 1922.

The Fiscal Commission visited Karachi during the last week of November 1921 and left for Lahore on the 2nd December. Evidence from the public was taken in the old Kutcherry Building, Karachi, where the Commission sat daily from 11 till 5. Some fourteen witnesses were examined orally, six of whom might be classed as Protectionists and eight as Free Traders. Thus —

PROTECTIONISTS

The Six Native Piece Goods Association
 The Karachi Import Grain Merchants Association
 Professor S C Shrivani M A M L A (D J Sind College)
 Gopaldas Jhamatmal Pleader of Hyderabad
 Wali M Hussainally M L A retired Official

FREE TRADERS

The Karachi Chamber of Commerce
 The Karachi Hide and Skin Merchants Association
 The Makran Coast Merchants
 S Moore of Messrs I D Sissoot
 I I Price C I L O L I of Messrs Beaumont & Co
 J Keeling of the Sind Flour Mills
 J Copeland of Messrs Joms Dreyfus
 B Frank Jones of Messrs Forbes Forbes Campbell & Co Ltd

Export Duties were unanimously condemned and there was a very general opposition to any policy of Imperial Preference which it was argued could be of little or no benefit to India. The "Free Trade" evidence was mostly of the out and out type extreme in character, and not disposed to recognise the slightest shadow of an advantage to India in a policy of Protection by tariffs. On the other hand the Protectionist evidence was almost entirely based on patriotic sentiment and beliefs rather than on economic fact and was not adequately supported by references to history, human nature or business experience.

The existing Indian import tariff is based primarily on revenue considerations. But it has been modified with a view to admitting free or at the favourable rate of 2½ per cent articles the cheap import of which was considered desirable in the interests of the country. Thus certain raw materials manures agricultural implements dairy appliances and cotton yarn are admitted free. Machinery iron and steel and railway plant and rolling stock pay only 2½ per cent *ad valorem*, cotton piece goods 11 per cent. The general rate under which come the bulk of imports is 15 per cent *ad valorem* while certain articles such as motor cars jewellery and silk goods have been specially subjected from revenue considerations to a duty of 30 per cent. Sugar is charged at a special rate of 25 per cent. Matches pay a specific duty that may be equivalent to 75 to 100 per cent *ad valorem*. Petroleum pays an extra one anna per gallon and high duties are imposed for revenue purposes on tobacco and liquors. An excise duty at the rate of one anna per gallon has just been imposed on kerosene oil manufactured in India whilst 3½ per cent is levied on all woven cotton goods manufactured in power mills in this country.

Export duties imposed for revenue purposes are at present levied on raw and manufactured jute, rice and tea. In 1919 an export duty was also imposed on raw hides and skins with a rebate of $\frac{2}{3}$ of the duty on hides and skins exported to any part of the Empire. The object of the duty was partly to foster the Indian tanning industry and partly to maintain what in war time many regarded as a key industry within the Empire.

It is doubtful if Export Duties can be defended on any ground except that of extreme financial embarrassment. It is to be hoped therefore that the Fiscal Commission will recommend their removal.

For the rest it may be sufficient if we answer the question at the head of this Chapter by the reply—Protective Tariffs can undoubtedly alter the *directions* of India's trade. Such tariffs too can encourage the building up of *certain types of economic activity* at the expense to start with of the general body of consumers. But as some types of economic activity are *more advantageous* to the State than other types it follows that it *may* possibly be to the advantage of the State (*i.e.* to the general body of consumers) to incur the initial expense by way of tariffs of establishing types of economic activity that are specially profitable or advantageous to all concerned.

If we were asked to draw up a formula embodying the tariff theory most suitable for India we should submit something like the following —

A TARIFF POLICY FOR INDIA

(1) With reference to the *theory* of FREE TRADE it may be taken as incontrovertible that among fully developed individuals and nations complete freedom of activity coupled with an unrestricted interchange of the products of such activity necessarily leads to the most economical results. In other words Free Trade permits of the largest volume of production at the lowest possible cost and so yields both to labour and to capital the highest economic dividend and therefore the largest potential supply of new capital for further production. In short Free Trade permits of the largest volume of international commerce, the *greatest earnings* and the *quickest progress* at the lowest possible cost.

2) Wherever competing individuals and nations have not all reached the same stage of development it is everywhere recognised as sound and expedient to employ some portion of the individual and national dividend in the training and building up of those that are backward. This is the well known 'infant industry' argument accepted by John

Stuart Mill and all orthodox Free Trade authorities. The argument covers in the case of India the provision of opportunities for educated Indians to gain training and experience of an extremely valuable character amidst the realities of the world of affairs.

(3) So too in the case of nations that are relatively backward in economic and industrial development the advantages of affording a better and wider range of employment and so creating greater scope for national talents is generally admitted to be worth some expenditure of the national dividend. (This is the diversity of occupations argument.) In the case of India the stabilising of agricultural incomes (*i.e.* the assurance of some further employment to agriculturists to make up for the uncertainty and irregularity of agricultural income arising out of rain failure etc. by the creation of suitable industrial undertakings) is also generally recognised as being worth some expenditure of the national dividend.

(4) In the case of competing peoples or nations at different stages of economic development two other arguments in favour of a policy—a temporary policy of discriminating Protection are now generally accepted—(1) the desirability of safeguarding the standard of living from the competition of those who are working at lower levels and (2) the desirability of encouraging suitable industrial undertakings because such undertakings *more than a widely diffuse agriculture* place dividends in the hands of more or less concentrated groups who use such wealth as Capital and so hasten individual and national progress.

(5) Lastly the Great War has brought home to all the desirability of expending some portion of the national dividend in the development and maintenance of industries essential for purposes of National Defence. Such protection as may be necessary to secure this end can be taken as generally acceptable by all.

(6) Whilst therefore among fully developed nations a policy of **FREE TRADE** permits of the greatest earnings and the quickest progress at the least possible cost between nations at different stages of development a policy of **DISCRIMINATING PROTECTION** is expedient temporarily for the economically and industrially weaker members till such time as they have arrived at a condition of development on a par with that of their more highly developed competitors.

Here then we have a more complete answer to the question at the head of this Chapter—*Can Tariffs increase India's trade?* Tariffs can in several ways add to the individual and national strength of the country, and so eventually produce conditions of industrial efficiency that spell increased trade, increased wealth and increased individual and national progress.

An examination of the evidence placed before the Indian Tariff Commission and reported in the Press reveals the fact that many witnesses appear to believe that the theories of Free Trade and Protection have been well understood for centuries past,—that the peoples of Great Britain in the beginning elected to develop their industries by Protectionists rather than by Free Trade methods,—that later, when British manufacturing industries had been fully and completely developed, Britain decided to change over to a Free Trade policy —that Britain then deliberately, and with malice aforethought, imposed a Free Trade Tariff on India in order (1) to hinder and prevent the industrial development of India, and so (2) to provide for all time a very profitable market for the products of Britain's highly developed manufacturing industries. It is perhaps not surprising that beliefs of this kind give rise to feelings of deep resentment and hatred among some of the educated classes of India towards a Western people who had so successfully carried out such Machiavellian methods.

Happily a fuller knowledge of history will dispel nine tenths of this misapprehension and ill feeling. The facts are, of course that in the past in the case of every country of which history gives us any information it has been the practice of the King or the Government to derive most of the State revenue from the imposition of taxes on trade. Freedom in commerce was a thing unknown. As trade expanded, and the knowledge of other nations became more diffused, efforts were made in all countries where the traders had influence with their rulers, to so arrange the trade taxes or duties as to benefit the native trader at the expense of the foreigner. In the course of time, the continuous and increasing attempts to control the nature and direction of the country's commerce, led to a multiplication of Government laws and order, so irksome (and some cases so barbarous) that the trading public especially in Great Britain began to cry out against them.

At length, towards the end of the eighteenth century, appeared Adam Smith's immortal work—'The Wealth of Nations,' advocating the removal of the restrictions and duties which all countries then imposed on the movements of trade. He argued that by freeing trade from all Government restrictions and interferences, both individuals and nations would benefit. It was over half a century before his theories took practical shape and then, only after a heated controversy that shook the whole Kingdom. Many interests strongly opposed the removal of import duties, but the advocates of Free Trade at length conquered in the United Kingdom. By the middle of the last century, it was widely believed in England that liberty in trade (as in thought, speech and action) was almost a Divine Law which the British had been the first to discover. Cobden and other Free

Trade enthusiasts certainly believed and with complete sincerity that all nations would adopt Free Trade principles as soon as those principles were thoroughly understood. The establishment of free trade in England was in truth but a part and parcel of the Englishman's love of liberty,—an expression of that spirit of individualism which has throughout the centuries been so marked a characteristic of the inhabitants of the British Isles.

Though British Free Trade theories have commanded the support of many brilliant thinkers and writers in all countries, the Governments of the most powerful nations of Europe and America (and also of the British Self-Governing Dominions) have hesitated to adopt them, and, under the pressure of (a) the necessity for ever increasing revenues, and (b) the demands of the most influential (i.e. the wealthiest) sections of their own producers—agricultural in some cases, as well as industrial,—have adhered to the trade methods and practices of bygone centuries, and not yet moved forward to that Freedom in commerce of which Great Britain is the pioneer.

It may be well to conclude with a word of caution. Patriotic Indians in their enthusiasm for their country are apt to conclude that a Protective Tariff will act like magic and that trade and industries will multiply with extraordinary rapidity if only a tariff barrier be raised against the manufactures of Great Britain, Japan, Europe and America. This in practice is very unlikely. A judiciously designed tariff can only keep certain prices at a level that *may* perhaps make industrial activity in this or that direction in India attractive and profitable. Like a 'Varsity education, it prepares the ground in a way favourable to the individual. But, in the end, it is individual *energy*, individual *enterprise* and individual *ability*, and *these alone*, that can build up India's industrial greatness. Will young India develop these qualities? We hope and believe that she will.

CHAPTER V

International Values of Paper Money

Granting that it is inadvisable to count too much upon Tariff Reform as a means of reviving and developing India's trade in the immediate future and recognising that the pacification and restoration of the Continent of Europe to its pre war conditions of economic activity will be of the greatest immediate benefit to India's overseas trade it will be well to give some time and space to European affairs.

Firstly, it is desirable to understand the latest theories of international exchanges where currencies are based, not on the precious metals but on irresponsible issues of inconvertible paper money. The following extract from a special article by Professor J M Keynes in the *Manchester Guardian* will be studied with interest in India. —

When the currencies of Europe were on a gold basis their relative value (that is to say the exchanges) depended on the actual amount of gold metal in a unit of each with minor adjustments for the cost of transferring the metal from place to place.

When this common measure has ceased to be effective and we have instead a number of independent systems of inconvertible paper what basic fact determines the rates at which units of the different currencies exchange for one another? It is dull and useless to say that it depends on supply and demand. Can we not carry the analysis a little further and enable the ordinary imagination to visualise the process?

The explanation most popular at present amongst writers on this subject and properly understood perhaps the most correct is the doctrine with which Professor Cassel has familiarised the public under the name of Purchasing Power Parity.

Without wishing to criticise overmuch the more careful exponents of this doctrine (for whose views the reader may be referred to the articles by Professor Cassel Professor Pigou and Mr Bickerdike which have appeared from time to time in the *Economic Journal*) I fancy that by becoming a

patter phrase it is getting responsible for confusing more minds than it enlightens. Many using it as a mere counter a substitute not an instrument of thought are not a penny the wiser for repeating it and possibly, if they are interested in the exchanges a mark the poorer!

We must begin by introducing the distinction between a currency's internal and external purchasing power. Consider the price in marks in Germany of a block of standard commodities—that price may be taken to measure the internal purchasing power of the mark. If after an interval of time that price rises then the internal purchasing power of the mark has proportionately fallen. Consider next the price in marks which would have to be paid if instead of that block of commodities being bought in Germany a similar block of commodities was purchased abroad with foreign currency, this foreign currency being obtained by selling marks over the exchanges—that price measures the external purchasing power of the mark.

Now the basis of the doctrine of purchasing power parity (paraphrasing Professor Pigou's statement of it) is that in ordinary conditions of trade equilibrium Germans cannot be paying different quantities of marks per unit for the same commodities as sold in Germany and as sold *abroad being made for transport charges and import or export taxes* in America. From this it follows that if there were no transport charges etc. the external and internal purchasing power of marks in *respect of goods entering into international trade* must always in equilibrium be equal. The ratio given by the price in marks of the block of standard commodities in Germany divided by the price in dollars of the same commodities in America yields an exchange value for marks in terms of dollars which we may call the purchasing power parity. In equilibrium so the doctrine runs the purchasing power parity thus calculated must tend to be equal to the exchange rate between marks and dollars actually quoted by the dealers. If, on the other hand we find that the internal and external purchasing powers of the mark are widely different and which is the same thing that the actual exchange rates differ widely from the purchasing power parity then we are justified in inferring that equilibrium is not established and that as time goes on forces will come into play bringing the actual exchange rates and the purchasing power parity nearer together. The actual exchanges are often more sensitive and more volatile than the purchasing power parity being subject to speculation to sudden movements of funds and to *anticipations* of impending changes in purchasing power parity (due to relative inflation or deflation) though on other occasions all of them may lag behind. But the purchasing power parity corresponds to the old gold par—it is the point about which the exchanges fluctuate but at which they must ultimately come to rest.

The doctrine as generally expounded does not entirely overlook the fact that owing to costs of transport tariffs and other causes internal and external purchasing power never were even in times of equilibrium exactly equal. But this difficulty is overcome by taking some base period generally the year 1913 and assuming that the percentage difference between internal and external purchasing power at that date may be taken as an approximately satisfactory correction for the same disturbing factors at the present time. For example instead of calculating directly the cost of a standard set of goods at home and abroad respectively the calculations are made that 16½ marks are required to buy in Germany a standard set which one mark would have bought in 1914 and that £2 are required to buy in England what £1 would have bought in 1914. On this basis (the pre-war purchasing power parity being assumed to be correctly measured by 20 marks—£1) the present purchasing power parity of marks and sterling is $20 \times 16\frac{1}{2} = 2 \cdot 165$. If the actual rate of exchange is 1000 this shows an enormous divergence from purchasing power parity the internal value of the mark being no less than six times its external value.

At first sight this theory appears to be one of great practical utility and some of those numerous persons who are interested in trying to forecast the exchanges have during the last two years prepared charts for themselves exhibiting the divergences between the actual exchange rates and the purchasing power parities and have been disposed to draw from such charts important practical conclusions.

Such charts are of high interest I confess. But it is necessary to add that the drawing of inferences from such charts is difficult and obscure and that the popular use of them is full of error.

Let the reader cast his eyes back to the words italicised above to the effect that the theory in the form in which it has been stated above must only be applied in respect of goods entering into international trade and must allow for transport and tariff costs. Practical applications of the theory are nearly always along different lines from this for the standard set of commodities selected is not confined to goods which are exported from and imported into the countries under comparison but is generally the same set as is used for the purpose of index numbers of general purchasing power or of the working class cost of living. Moreover tariff costs if this term is taken to cover all export and import regulations including prohibitions and official or semi-official combines for differentiating between export and home prices are notoriously widely different in many cases from those which existed in 1913.

Thus a part of the divergence between purchasing power parities as commonly calculated and actual exchange rates may be explained by the fact that the calculations are not strictly in accordance with the theory as precisely enunciated. Indeed if we restricted ourselves to articles entering into international trade and made exact allowance for transport and tariff costs we should find that the theory always is borne out by the facts with perhaps a short time lag and the purchasing power parity is never very far from the actual exchange rate. It is the whole business of the international merchant to see that this is so and whenever the rates are temporarily out of parity he is in a position to make a profit by moving goods. The prices of cotton in New York, Liverpool, Havre, Hamburg, Genoa and Prague, expressed in dollars, sterling, francs, marks, lire and krone respectively, are never for any length of time much divergent from one another on the basis of the exchange rates actually obtaining in the market, due allowance being made for tariffs and the cost of moving cotton from one centre to another and the same is true of other articles of international trade, though with an increasing time lag as we pass to articles which are not standardised or are not handled in organised markets.

In fact the theory of purchasing power parity, as stated above, is a truism (just like the quantity theory of money), and as nearly as possible jejune. Hence the theory, as it is usually applied—namely, in a comparison of movements of the general index numbers of home prices in two countries with movements in the rates of exchange between the legal tender currencies of the two countries—requires a further assumption for its validity—namely that in the long run *the home prices of the goods and services which do not enter into international trade move in more or less the same proportions as those which do*.

So far from this being a truism it is not literally or exactly true at all and one can only say that it is more or less true according to circumstances. If capital and labour can freely move on a large scale between home and export industries without loss of relative efficiency and if the real wages of labour in the two countries under comparison are not changing relatively to one another the fluctuation in prices being due to monetary influences and not to changes in the other underlying economic conditions then the further assumption may be approximately justified. But this is not always the case and such a catexism as the war with its various consequences to victor and vanquished may set up a new equilibrium. A further example may be a change more or less permanent in the relative prices of export and import goods and services and those of other countries. In this case it is not correct to assume that the coefficients of

purchasing power parity calculated as they generally are calculated must ultimately approximate to actual rates of exchange or that internal and external purchasing power must ultimately bear to one another the same relation that they did in 1913

Thus the theory does not provide a simple or ready made measure of the true value of the exchanges. If it is interpreted one way it is little better than a truism. If it is interpreted the other way it becomes decidedly interesting but no longer exact in its relation to the exchanges.

Since we must decide which way we are going to interpret it, I prefer the more interesting definition—that is to say the definition which does limit the relevance of purchasing power parity to the articles which enter into international trade (in respect of which its equivalence with the actual exchange rates is a truism) but employs it to measure variations in the general purchasing power of a country's currency at home and abroad. This definition precisely stated for the case of Germany and England is as follows —

At the base period (generally 1913) let us assume that there was an exchange of £1=20 marks and that our index numbers of the general purchasing power of £1 in England and of one mark in Germany stood respectively at 100. If at the present time (1922) the English index number has increased to 200 and the German index number to 1,650 then the purchasing power parity between sterling and marks with 1913 as our base, is $20 \times 1,650 \div 200 = 165$

But we must not infer from this that the exchange between sterling and marks ought to stand at £1=165 marks or that it is only a matter of time before the purchasing power parity and the actual rate of exchange return to an approximate equality. It will be observed that our definition essentially introduces a base year. If we had chosen a different base year (e.g. 1919) we should have got a different answer. Purchasing power parity thus defined, tells us an important fact about the relative changes in the purchasing power of money in England and Germany between 1913 and 1922 but it does not lay down a law as to what the equilibrium exchange rate between sterling and marks in 1922 ought to be.

Thus defined purchasing power parity becomes decidedly interesting partly for its bearing on the exchange itself and the reasons. The critical scepticism expressed above about its relation to the actual rate of exchange must not be carried too far. If the fluctuations of purchasing power parity are markedly different from the fluctuations in the exchanges this indicates an actual or impending change in the relative prices of the

two classes of goods which respectively do and do not enter into international trade. Now there is certainly a tendency for movements in the prices of these two classes of goods to influence one another in the long run. The relative valuation placed on them is derived from deep economic and psychological causes which are not easily disturbed. If the divergence from the pre-existing equilibrium is entirely due to monetary causes (as for example different degrees of inflation or deflation in the two countries) then we may expect that purchasing power parity and exchange value will come together again sooner or later.

It is not possible to say without reference to each particular case whether exchange value will move towards purchasing power parity or the other way round. Sometimes and peculiarly in the recent circumstances of Europe it is the exchanges which are the more sensitive to impending events and move first, whilst in other cases the opposite is true. But it may be said I think that the essence of the purchasing power parity theory, considered as an explanation of the exchanges, is to be found in its regarding internal purchasing power as being in the long run the more fundamental determinant of a currency's foreign exchange value, internal purchasing power in its turn being fixed by the monetary policy of the authorities, whether inflationist or deflationist, this being the ultimate determinant. If the exchange value falls further than the country's existing or impending currency policy justifies in its effect on the internal purchasing power of the country's money, then sooner or later the exchange value is bound to recover. Thus provided no persisting change is taking place in the basic economic relations between two countries, and provided the internal purchasing power of the currency has in each country settled down to equilibrium in relation to the currency policy of the authorities, then a modification in the rate of exchange between the currencies of the two countries must correspond in the long run to modifications in their comparative internal purchasing powers. Subject to these provisos comparative internal purchasing power does take the place of the old gold parity as furnishing the point about which the short period fluctuations of the exchanges must swing.

If however these provisos are not fulfilled and changes are taking place in the equation of exchange — economists call it — between the services and products of one country and those of another, either on account of movements of capital or reparation payments, or changes in the relative efficiency of labour, or changes in the urgency of the world's demand for that country's special products, or a breakdown of pre-existing organisation, or a fall in the standard of life, or the like, then the equilibrium point between purchasing power parity and the rate of exchange may be modified more or less permanently.

CHAPTER VI

A Proposal to stabilise the European Exchanges.

The following scheme for stabilising the European Exchanges was put forward in the *Manchester Guardian Commercial Reconstruction in Europe*, Special Issue of 20th April 1922, by Professor J. M. Keynes. The suggestions made command universal consideration and study.

THE RE-ESTABLISHMENT OF A GOLD STANDARD

The foreign exchanges compare in value the money of one country with that of others. Thus their fluctuations necessarily affect merchants who buy in one place and sell elsewhere. But it is only changes which affect merchants and it is of no consequence to them whether a dollar is worth 5 marks or 50 marks provided the figure is always the same and is known beforehand. To ensure this invariability is the problem of Stabilisation. Hitherto only one good solution has been found—a world wide gold standard. There can be variations on this—as for example by pegging the exchanges not against gold directly but by arranging that the national money shall be exchangeable at a fixed rate for some foreign currency which is itself on a gold basis. I see no other solution of stabilisation practicable now except this traditional solution—namely a gold standard in as many countries as possible.

STABILISATION OR DEFLATION?

If, however, we could address ourselves to this object by itself it would be much easier to solve than the more complex problem with which the circumstances actually present us. For in fact the problem of stabilising is hopelessly entangled in the mind of almost everyone with a different problem—namely the problem not of fixing the relative value of different moneys but of raising the absolute value of the particular national money in which each country is interested. This is the problem of improving or appreciating the exchanges (from the point of view of the particular country), or, as it is now often called, the problem of deflation.

Not only is the aim of improving an exchange distinct from that of stabilising it, but it is an opposed idea. If the dollar is worth 200 marks or the pound is worth four dollars the project of raising the value of the mark so that no more than 100 go to the dollar or of raising the value of the pound so that it may be worth nearly five dollars so far from fixing the exchanges means a deliberate policy of altering them. Those who aim at improving the exchanges no doubt intend to stabilise them afterwards that is to say when the desired level of value has been attained. But so long as the process of improving an exchange continues it is mere confusion to speak of it as one of stabilising.

At present there is not a single European country in which the authorities have made it clear whether their policy is to improve the value of their currency or to stabilise it. It will be difficult to make progress until the two problems have been separated. At present stabilisation is the popular cry (that is to say the word on the lips of Prime Ministers and journalists). But to judge from other indications this is not at all what the Governors of the State banks of Europe are taking as their ideal. Their policy, whether they follow it successfully or unsuccessfully, is to improve the exchanges.

Our first business therefore is to make up our minds in the case of each country (for the answer is not necessarily the same for every one) whether the better plan is to fix that country's exchange as soon as possible, at the level of value which it looks easiest to maintain or whether we should aim rather at gradually raising the exchange which means a postponement of stabilisation perhaps for a comparatively short time perhaps for years.

My own conclusion is that it is more important to fix the exchanges than to improve them. I do not think it a sound policy to postpone stabilisation for what may be a long period in the hope that in the meantime the fluctuations in gold value may be on the whole upwards. There can be no doubt at all that if our main object is to revive and enlarge international trade my view is the right one. But we must examine the reasons on the other side.

THE ARGUMENTS FOR DEFLATION

Those who openly or tacitly are more anxious to raise the exchanges of the country than to fix them are influenced I think by some or all of the following arguments —

1. If the currency of a country can be restored to its pre-war gold value such restoration is felt to enhance greatly that country's financial prestige.

2 To leave the gold value of a country's currency at the low level to which war may have driven it, is felt to be an injustice to the *rentier* class and to others whose income is fixed in terms of currency, whilst the restoration of its value, by putting this class back where it was before would be an act of wise conservatism

3. Since in the long run the purchasing power of a country's currency cannot remain very different at home from what it is abroad, whereas temporarily there may be wide differences, a policy of fixing the exchange, which measures the value of the currency abroad, at its present value, might mean depressing the value of the money at home in course of time much below its present value with unfortunate social consequences

4 It is often believed that if the gold value of a country's currency can be increased labour will profit by a reduced cost of living foreign goods will be obtainable cheaper, and foreign debts fixed in terms of gold (e.g., to the United States) will be discharged with less effort

What force have these arguments? The first is difficult to weigh. Where a country can reasonably hope to restore its pre war gold parity soon, it is important. This might be said of Great Britain, Holland, Sweden, Switzerland and Spain but of no other European country. With the bankers of the City of London this argument or rather this sentiment, is likely to weigh so heavily, even so much more heavily than it ought, that it will almost certainly prevail to the extent of giving the Bank of England at least a year's grace in which to try the policy of restoration. But if success is not attained within a year from now, arguments to the contrary may obtain a hearing. In the case of those countries, however, where the present exchange is very remote from its pre war parity, this argument has little weight. For it would make but small difference to the financial prestige of France whether the franc was stabilised at 40 or 50 to the gold sovereign, or to that of Italy whether the lira was stabilised at 75 or 100.

With the second argument sympathy is easier than agreement. The vast issues of war loans have swamped the pre war holdings of fixed interest bearing stocks and Society has largely adjusted itself to the new situation. To restore the value of pre war holdings means to enhance the value of war and post war holdings, and thus to raise the total claims of the *rentier* class to an intolerable proportion of the total income of the community. Indeed, this consideration properly understood, counts the other way. The burden of the war debts of the European countries on the National Exchequers is already so great, that a deliberate policy of increasing the real weight of this burden, for however specious a social object, ought to be outside discussion. If the franc and the lira were to be

restored to their pre-war parity with gold (assuming no fall in the value of gold itself, and, indeed, the restoration of effective gold standards, by increasing the demand for gold would raise, rather than diminish, its purchasing power), the burden of the debt service on the taxpayers of those countries would be such as to leave no alternative between revolution (followed by repudiation) and a cancellation of the *rentier's* advantage by the instrument of a Capital Levy. A depreciated exchange is Nature's cure, so to speak, for financing war by loans, and it must be swallowed. Nor must we attribute to it evils which are really due, not to a depreciated (and fixed) exchange, but to a depreciating (and unstable) exchange.

The third argument (namely the mal-adjustment between internal and external purchasing power) is important in such a country as Germany, and we must take account of it in prescribing our solution. But I do not think that it need greatly influence us in considering the problems of France, Italy, or Great Britain.

The fourth argument is delusion, but may exercise, nevertheless, the greatest influence. If the franc is worth more, wages it is argued, which are paid in francs will surely buy more, and French imports which are paid for in francs will be so much cheaper. No! If francs are worth more they will buy more labour as well as more goods—that is to say, wages will fall, and the French exports which pay for the imports, will, measured in francs, fall in value just as much as the imports. It will even make no difference whatever in the long run to the amount of goods which France and England will have to export to America (or to forbear importing from her) to pay their dollar debts, whether in the end their exchanges settle down at 10 francs to the dollar and four dollars to the pound, or at their pre-war parities. This is *quite true*—yet not vividly appreciated even in Treasuries. It is not easy for men to apprehend that money is a mere intermediary, without significance in itself, which flows from one hand to another, is received and is dispensed, and disappears when its work is done from the sum of a nation's wealth.

THE ARGUMENTS FOR STABILISATION

The arguments, on the other side, in favour of stabilising rather than improving the currencies of Europe are, in my judgment, more solid. They can be expressed shortly. If gold standards could be reintroduced throughout Europe, we all agree that this would promote as nothing else can, the revival not only of trade and of production but of international credit and the movement of capital to where it is needed most. One of the greatest elements of uncertainty would be lifted. One of the most vital parts

of pre-war organisation would be restored. And one of the most subtle temptations to improvident national finance would be removed, for if a national currency had once been stabilised on a gold basis, it would be far harder (because so much more openly disgraceful) for a Finance Minister to act as to destroy this gold basis.

Talk and hope of improving the European exchanges is all the more injurious because, in the present condition of European Budgets, it will be difficult enough even to avoid a further fall and to stabilise without improvement. The present situation flatters in my opinion many of the European exchanges and the depression of trade may have put them above the level which can be maintained permanently. For the countries of Western Europe being mainly manufacturing countries, are apt to import before they export: in booming trade they accumulate large stocks of imported commodities in readiness for the great trade they see ahead, in the depression their manufacturing industries live on these stocks and refrain from replenishing them with the result that their imports fall more heavily below the normal than do their exports. When the revival of trade comes their hunger for imports may drive their exchanges down again. Besides this the depression of trade has facilitated the sale of Treasury bills and other securities by the European Governments, with the result that the budgetary deficits of for example, France and Italy (being largely covered in this way) have not resulted in such an increase in the circulation of notes as must have occurred otherwise. But when confidence revives the money temporarily employed in Treasury bills will be required in trade and the exchanges will tend to suffer what may be described as a deferred inflation.

THREE GENERAL PRINCIPLES

Some such resolutions as the following ought therefore to be brought before the Genoa Conference in order to clear the way —

(1) Those countries of which the legal tender money has a gold value depreciated by more than 20 per cent below its value in 1914 are advised not to attempt a restoration of their currencies to the pre-war gold value.

(2) It is desirable that all currencies should become exchangeable against gold at a fixed rate as soon as possible and with this object in view the rates at which the new gold values are fixed should be chosen on the basis of what it appears practicable to maintain with reasonable certainty in the near future.

(3) The next general point to consider is the use of gold in actual circulation. It is essential to prohibit this, since Europe will need all her gold as a reserve against exchange fluctuations and cannot afford to see any of it uselessly dissipated in the pockets or hoards of the public. This should form the subject of a third general resolution, to the effect that the Powers agree that while their banks will issue legal tender money against the delivery of gold, they will not mint actual gold coins or allow them to circulate as a legal tender. Whilst gold should be available on demand in exchange for notes at a fixed ratio such gold should be intended for export only and for the settlement of international debts, and, to encourage this notes might be made exchangeable for gold (in the form of bars or foreign coin) only in amounts of say £50 000 or more.

IS STABILISATION POSSIBLE NOW ?

Granted an agreement on these general principles, there remains the question whether in present conditions stabilisation is possible at all. Is not any deliberate policy of this kind still premature ? Reparations are unsettled. Russia is cut off and very few Budgets balance. Is not the settlement of these questions necessarily prior to stabilisation ? I admit hesitation on these grounds. In the case of Germany certainly I agree with Dr. Melchior that with reparations unsettled, with the present vast volume of foreign speculative holdings and with the internal value of the mark about three times its external value an immediate stabilisation is quite impossible and that the best we can do is to feel our way. It will be difficult too to reform the currencies of Germany's Central European neighbours so long as the German mark is fluctuating. Nor do I look forward with confidence to the maintenance of the present values of the franc and the lira when trade revives.

Yet nevertheless we must, I think, be a little bold. The relation between exchanges and Budget deficits is in the nature of a vicious circle. A fixed exchange would make the problems of national finance easier, and the ambition to keep it fixed might stimulate and sustain the efforts of Finance Ministers by giving them as their objective a definite and not unattainable goal visible and intelligible to their Parliaments and even to their electorates.

I should therefore make the attempt though I admit that what follows depends on the assumption that there is a reasonable prospect of avoiding a further progressive depreciation due to budgetary deficits.

A PLAN OF ACTION

It would be advisable that in the first instance, the attempt to establish immediate convertibility into gold should be limited to Great

Britain France Italy Belgium the Scandinavian countries Spain Holland Switzerland and Czechoslovakia. Other countries could be admitted to participation as time went on.

If we agree that in these countries effective gold standards are to be restored as soon as possible at a lower rate of conversion against paper, where necessary than the pre-war parity, our first concern is with the question of what the new rates of conversion are to be.

I think that the new gold values should be based on a conservative estimate of each country's financial situation (that is to say at a level which ordinary opinion will consider decidedly low) in order that the risk of a fiasco and a breakdown may be as little as possible.

If however the gold values of the currencies are fixed at a low figure in the first instance, should this low figure be final and permanent or merely a beginning with subsequent improvement in view? It would be wiser to make it final. In spite of a prevalent belief to the contrary Italy will not be a richer or more glorious country by raising the lira to (say) 60 to the pound rather than leaving it fixed at (say) 90 to the pound. On the other hand an appreciating currency by lowering home prices may have a depressing effect on trade and by constantly increasing the real burden of the National Debt will aggravate the already nearly insoluble problem of the National Budget. But there would be little harm in a moderate concession to popular illusion on this matter which would leave open the possibility of some degree of future appreciation. When therefore the rate of conversion between their notes and gold is fixed let the State banks announce that they guarantee not to raise the price at which they will issue their notes against the delivery of gold by more than 6 per cent in any year (and proportionately for shorter periods). The possibility of slow action on these lines would permit the satisfaction of national prestige without inviting speculation or depressing enterprise. It would also make possible participation in a uniform scheme by those countries which having a present depreciation of less than 20 per cent are likely to attempt an ultimate restoration of the pre-war parity.

There remains the chief technical difficulty of the problem—namely how to meet with confidence the temporary strains which are bound to be thrown on the reformed exchanges during their probationary period. These strains may be due either to political or seasonal influences. Of these the latter are predictable to some extent: they existed before the war, and being due to such causes as the harvest and the melting of the winter ice are nearly as inevitable as the mutations of Nature out of which they flow. When absolute confidence is felt in a very small seasonal fluctuation of

the exchanges is sufficient to induce bankers to transfer funds temporarily from those countries which are seasonally in credit to those which are seasonally in debit but in these days when an incalculable exchange risk is added to the seasonal movement the business becomes suitable for a speculator rather than a banker (though it does not follow that bankers may not speculate moderately) and the swing must be big enough to tempt the speculator in

Whilst therefore no scheme of currency reform can stand up against progressive inflation due to bad national finance it is an essential part of any such scheme that it should provide for temporary strains whether they are seasonal or are due to a temporary lack of confidence for political or other reasons I regard the following suggestions as only next in importance to the general proposition that existing currencies should be made convertible into gold promptly but at a very cautious valuation —

In the first place I think that the State banks of Europe would be well advised to make a difference of 5 per cent between their buying and selling prices for gold (which need not interfere with a perfectly free market for gold not in their own vaults) or at any rate not to guarantee to sell gold except at a premium of 5 per cent over their fixed buying price This would allow small seasonal or other temporary fluctuations in the exchanges which would not be large enough to interfere with commerce yet might be sufficient to tempt international bankers to bridge the temporary gap by the movement of floating balances At first and until confidence is fully established (which can only be after experience) a larger turn is I think required for this purpose than the small difference between the 'gold points' which was adequate in pre-war days This premium would also be a protection against gold being withdrawn for frivolous or trifling reasons

In the next place the State banks of Europe must make up their minds that their gold reserves are intended for use in case of need and are not merely ornamental—in fact that the governors of these institutions are bankers and not Maharajahs and they must even give guarantee that this is their policy For before the war a ridiculous convention was growing up that a note issuing bank cannot afford in any circumstances to part with more than a trifle of its reserves

In point of fact many of the State banks of Europe already had reserves at the end of 1921 which bore a proportion to the gold values of their note circulations (taken at their average exchange value in 1921) quite high enough to give them courage On this valuation the gold and silver reserves of Denmark Spain Switzerland and Holland exceeded two thirds

of their note issue. In this group of countries the position of Spain is extraordinary, the reluctance of the financiers of that country to use the hoards of the Bank of Spain having allowed the exchange to fall to a level at which the gold value of the total reserves was more than 100 per cent of the gold value of the note circulation. Similarly the reserves of Sweden, Norway and Great Britain were 40 to 50 per cent of their note circulations. Even in the case of Germany, taking the gold mark as the equivalent of 50 paper marks, the gold reserve bore all out the same proportion to the note circulation as in the case of Great Britain—namely 40 per cent. The reserves of France and Italy were about 25 per cent, those of Belgium 10 per cent, and those of Czechoslovakia 6½ per cent of their note circulations thus calculated, whilst with the desperately depreciated currencies, such as Poland and Rumania, the exchange had fallen so far that the gold value of the note circulation was probably not at all in excess of the legitimate requirements of the country, about £15,000,000 (gold) in Poland and £23,000,000 (gold) in Rumania. Provided no attempt is made to fix the gold value of the currencies too high, most of these reserves are adequate to support a substantial temporary provided it is not a continuing, strain. What guarantee is it possible to arrange that these reserves will really be used in case of need? At this point it is tempting to introduce a little international machinery, but such complications are to be distrusted, and we must strain after the utmost simplicity.

I suggest that the central banks of each of the participating countries should give an unconditional guarantee for five years that they will redeem their notes in gold at a rate not worse than the gold conversion rate originally fixed, so long as (1) their notes in circulation exceed 80 per cent of an initial standard (based on the volume in circulation at the commencing date), and (2) they possess any gold.

But in order to assist those participating countries of which the existing gold reserves are relatively weak, and also to ease seasonal fluctuations I suggest that for a period of five years the Federal Reserve Board of the United States might agree to make temporary loans of gold from time to time at a rate of interest of 10 per cent per annum (such interest to be paid into a guarantee fund) to any of the participating central banks which require it up to 15 per cent of the standard note circulation of each, subject to a maximum of \$150,000,000 for any one country and an aggregate of \$500,000,000 at any one time, all the participating central banks to guarantee the Federal Reserve Board against ultimate loss (after allowing for the assets in the guarantee fund) in proportion to the amount of the standard note circulations of each. I have no space to argue the matter in detail, but I do not think that such a plan would be contrary to the

interests of the Federal Reserve Board disagreeable to them and they might find that on close analysis it presented more sound features than meet the eye immediately

It is necessary, in conclusion, that the above proposals should be illustrated by figures—illustrated because the general principles are to some extent independent of the particular figures about which there are certain to be wide differences of opinion. As a basis of discussion I suggest that the initial fixed and guaranteed conversion rates between paper and gold should be respectively as follows. In choosing them I have been much influenced by the rates actually prevailing as I write and they would have of course to be adjusted to the situation existing at the date when the scheme came into force —

	Guaranteed issue rate at which Notes will be issued against de- livery of gold (con- version rate plus per cent)	Guaranteed conver- sion rate at which Notes will be conver- tible into gold expressed in terms of dollars
Sterling	£1 = \$4 20	£1 = \$4 41
French and Belgian francs	100 frs = \$8	100 frs = \$8 4
Italian lire	100 lire = \$4 40	100 lire = \$4 62
Swedish kronor	100 kr = \$25 50	100 kr = \$26 80*
Norwegian kroner	100 kr = \$17	100 kr = \$17 85
Danish kroner	100 kr = \$21 25	100 kr = \$22 31
Dutch florins	100 fl = \$38 20	100 fl = \$40 20*
Swiss francs	100 frs = \$18 35	100 frs = \$19 30*
Spanish pesetas	100 pes = \$18 35	100 pes = \$19 30*
Czech kronen	100 kr = \$1 50	100 kr = \$1 575

The figures marked with an asterisk represent the pre war parity. State banks would be entitled to raise the above rates by not more than $\frac{1}{2}$ per cent per month (i.e. 6 per cent per annum) so that for example the Bank of England would be entitled if it so desired to raise sterling to the pre war parity within 20 months of the initiation of the scheme. There will be many advocates of an attempt to fix the franc and the lira at higher figures, but I doubt their wisdom.

The gold value of the note issues of these countries at the end of January, 1922 at the lower of these two rates of conversion is given below in round figures also the approximate value of their gold reserves at this date, and the amount of gold which they would be entitled to borrow from the Federal Reserve Board assuming that their note circulations at the end of 1921 were taken as their standard circulations —

Name of Country	Figures in (\$1 000 000) Note issue	Reserves (gold and silver)	Borrowing rights
Great Britain	1,700	790	100
France	2 900	770	100
Belgium	500	50	70
Italy	925	270	140
Sweden	140	70	26
Norway	65	40	10
Denmark	95	70	10
Holland	400	245	60
Switzerland	160	110	20
Spain	770	500	100
Czecho Slovakia	170	13	20

Some people might argue that further guarantees should be associated with this scheme as for example that the participating countries should undertake to balance their budgets and to refrain from increasing their note issues. But all such requirements however virtuously intended are vicious in character. However desirable such signs of sound finance may be they are not the kind of thing about which a sovereign Power can be properly required to give a guarantee.

I submit this plan as decidedly simple as involving a minimum of machinery and as containing nothing impracticable such as to hinder its immediate adoption. If I had space I could claim in detail that the principles of its construction are fundamentally sound and internally consistent.

SOME CURRENT RATES OF EXCHANGE WITH LONDON

Country	Par of Exchange in 1914	on 21th June 1922
Argentina (Buenos Aires)	47 58d per Peso	14 1/2d
Austria (Vienna)	24 02 Kronen per £	68 000
Belgium (Brussels)	20 224 Francs per £	54
Brazil (Rio de Janeiro)	26 93d per Gold Mire s	71
Canada (Montreal)	4 867 Dollars per £	4 41
China (Shanghai)	Sterling price of Tael	1 1/2d
Denmark (Copenhagen)	18 109 Kronen per £	20 80
Egypt (Alexandria)	974 Piastres per £	97 1/2
Finland (Helsingfors)	20 224 Marks per £	210
France (Paris)	25 224 Francs per £	51
Germany (Berlin)	20 43 Marks per £	1 440
Greece (Athens)	25 224 Drachmas per £	116
Holland (Amsterdam)	12 107 Flor ns per £	11 48
Hong Kong (China)	Sterling price of Dollar	7 1/2d
India (Calcutta Bombay)	1 4d per Rupee	1 1/2d
Italy (Rome)	20 224 Lira per £	91
Japan (Yokohama)	24 58d per Yen	2 11 1/2
Mexico	24 58d per Dollar	21
Norway (Christiania)	18 109 Kronen per £	26 1/2
Portugal (Lisbon)	53 58d per Mire s	4 1/2
Russia (Petrograd)	9 60 Roubles per £	0 00 1/2
Spain (Madrid)	20 224 Ptas per £	8 46
Sweden (Stockholm)	18 159 Kronen per £	17 1/2
Switzerland (Bern)	25 224 Fran s per £	23 23
Turkey (Constantinople)	110 Lc etas per £	70
United States (New York)	4 86c Dollars per £	4 38
Uruguay (Montevideo)	old per Dollar	44

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It is necessary in conclusion, that the above proposals should be illustrated by figures— illustrated because the general principles are to some extent independent of the particular figures about which there are certain to be wide differences of opinion. As a basis of discussion I suggest that the initial fixed and guaranteed conversion rates between paper and gold should be respectively as follows. In choosing them I have been much influenced by the rates actually prevailing as I write and they would have of course to be adjusted to the situation existing at the date when the scheme came into force —

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Belgium (Brussels)	25 22 1/2 Francs per £	54
Brazil (Rio de Janeiro)	26 93d per Gold Milre	5
Canada (Montreal)	4 867 Dollars per £	4 41
China (Shanghai)	Sterling price of Taël	15 1/2
Denmark (Copenhagen)	18 109 Kronen per £	20 85
Egypt (Alexandria)	97 1/2 Piastres per £	97 1/2
Finland (Helsingfors)	25 22 1/2 Marks per £	510
France (Paris)	25 22 1/2 Francs per £	51
Germany (Berlin)	20 43 Marks per £	1 440
Greece (Athens)	25 22 1/2 Drachmas per £	116
Holland (Amsterdam)	12 107 Florins per £	11 48
Hong Kong (China)	Sterling price of Dollar	2 7 1/2
India (Calcutta Bombay)	1 4d per Rupee	1 1/2 1/2
Italy (Rome)	20 22 1/2 Lira per £	91
Japan (Yokohama)	24 58d per Yen	20 11 1/2
Mexico	24 08 per Dollar	20
Norway (Christiania)	18 109 Kronen per £	20 85
Portugal (Lisbon)	53 25d per Milre	4 1/2
Russia (Petrograd)	9 60 Roubles per £	0 000 000
Spain (Madrid)	25 22 1/2 Pesetas per £	28 40
Sweden (Stockholm)	18 109 Kronen per £	17 30
Switzerland (Bern)	25 22 1/2 Francs per £	21 1/2
Turkey (Constantinople)	110 Pesetas per £	70
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CHAPTER VII.

The Genoa Conference (April--May 1922.)

"There is only one road to recovery, and that is by honest and open co operation between all the nations of Europe. Nothing else will restore the great markets in Central and Eastern Europe whose extinction is affecting commerce and production throughout the world and paralysing the purchasing power of other markets both in the East and the West no less essential to British producers. Nothing else will re establish the principles of sound finance in the many national budgets unduly burdened by a continuation of military charges. Nothing else will stop the reckless though at present largely inevitable manufacture of paper money and the almost hopeless vagaries of the exchanges which are making sane business impossible.

These are the problems all practical remedies for which the Government intends to discuss in the international European Conference which meets next month at Genoa" Mr Lloyd George in a letter to the Manchester Guardian Commercial

CONFERENCE DIFFICULTIES

The Conference assembled at Genoa on the 8th April 1922. No less than thirty four nations were represented. Newspaper correspondents on behalf of practically every country in the world reported and commented on the proceedings from day to day. Although an Italian Statesman, Signor Facta, was elected President it was admitted on all hands that the English Prime Minister, Mr Lloyd George very soon dominated the proceedings. Unfortunately although the work of the Conference, and the several Sub Commissions and Committees commenced very satisfactorily, it was not long before those differences of outlook, of policy, and of ideals which had made the mere holding of this Conference a matter of such great difficulty became so pronounced as to split the assemblage into two great groups: those who hoped to achieve the restoration of Europe by peaceful means (i.e. by conciliation, concession and a re-arrangement of recent agreements where necessary) and those who held rigidly to the terms of the Peace Treaty of Versailles, and threatened to employ armed force against any signatory who failed to carry out those

terms punctually and to the letter Great Britain (with 2 000 000 of its people out of employment and anxious therefore to engineer a resumption of its over seas trade even at some loss of principle and dignity) aimed at the restoration of Central and Eastern Europe by peaceful means. And practically all the nations present except two cordially supported this policy. France and Belgium on the other hand smarting under the awful pains and losses inflicted by German deceit and aggression and by Russian treachery dishonesty and communistic disease and fearing that any softness in dealing with those particular nations would only result in the expediting of Germany's recovery and Russia's regrowth to their own further great anxiety and danger declined in effect to speak either to Germany or Russia and openly threatened independent military action if Germany failed in any way to pay the Reparation instalment due on the 31st May 1922.

THE RUSSO GERMAN AGREEMENT

This breach in the Conference was widened when in the midst of the proceedings the fact was made known that a Treaty between Germany and Russia had just been signed cancelling debts between the two Governments and providing for certain trade developments in Russia by Germany. This independent action by Germany at a moment when the Conference was endeavouring to draw up conditions on which all nations would resume intercourse with Russia was greatly resented by Britain and by France who suspected that the Treaty portended a military alliance between the two nations with its inevitable sequel of a new balance of power in Europe—a situation that might be full of menace for the rest of the world. Russia's representatives however denied emphatically the existence of any secret military or political clauses to the Treaty. Nevertheless the fact that the Treaty had been made at that particular moment was regarded particularly by France as further proof that neither Germany nor Russia was to be trusted.

MR LLOYD GEORGE'S APPEAL

It was at this time that Mr Lloyd George delivered an important speech at the morning session in his honour at Geneva on the 27th April 1922 by journalists representing the principal newspapers of Great Britain and the United States. The special correspondent of the Daily Telegraph transmitted the following summary of the speech—

The Prime Minister began the essential parts of his address by remarking that the Geneva Conference was by far the greatest and most important which had ever been held and whether it succeeded or failed it was bound

to have a great and lasting effect upon the Continent of Europe. And it would affect other Continents as well in a greater degree than any other conference in the history of the world. He continued in tones of great solemnity

The question of whether carnage shall cease in Europe depends on the issue of this European Conference. There are many questions still at issue in Europe and there is not one that does not contain the possibility of a European conflagration. Some people are impatient because we have not discovered a solution for all these in the course of a single fortnight. It will take longer. When a British delegation went to Washington for that great Conference many people supposed that it would be able to return within a month. But the Washington Conference went on for days, weeks and months. Three months had elapsed before it had accomplished its purpose and there is not a man in America or Europe who would not say it was well worth every hour that was spent and that if six months had been occupied it would still have been well worth it. Here in Geneva we cannot settle the affairs of Europe in a month but I believe that with patience we can settle them.

Think of what the situation is. The whole Eastern frontiers of Europe are unsettled. From the Baltic to the Black Sea there is hardly a frontier line that is not contested. The Roumanian, the Galician, the Polish, the Lithuanian frontiers are all contested and every one of them involves the possibility of a terrible conflict in Europe. There is an indescribable jumble of races which are sometimes in one political combination and sometimes in another. It is like the period when the crust of the old earth was still shifting and indefinite. So now this racial lava in Europe is boiling and shifting here and there with possibilities of great conflicts which may draw in the whole of Europe and (turning to Mr Vanderlip) in the last resort may involve even distant America. Then you have Russia and Germany in a state of semi-antagonism to the rest of Europe with barely suspended conflict.

GERMANY AND RUSSIA

Anybody who imagines that by any combination you can permanently keep down these two great peoples representing two thirds of the people of Europe must be either blind or blinkered. It is an impossibility. It is folly. It is insanity. You must arrive at an understanding which will include the whole of these peoples. The peoples of Europe must be on good terms with each other. You have only to look at the possibilities of what may happen if Europe is going to be permanently divided into two hostile

productivity is the inescapable and ultimate question The essential conditions of this restoration are 'still to be secured,' and it is Russia herself who must provide them. America has always believed those conditions to be clear. They have been indicated with authority and sufficient precision by American Statesmen from the early days of the Russian revolution onwards. Mr Hughes himself set them out in his vigorous reply to the Bolshevik Government of March 1921. The safety of life, the recognition of private property, the sanctity of contract, and the rights of free labour are among them. Mr Hughes declared that until the United States Government have evidence that these conditions have been actually fulfilled, it could not see any proper basis for considering trade relations. This doctrine was expounded with great weight of argument and force of language by Mr Secretary Colby in a Note of August 10th, 1920. It was repeated by Mr Hoover, President Harding's Secretary of Commerce.... Mr Hoover points out that Russia has at present nothing to export.... that now that she is bankrupt, she must be helped by credit or by charity if she is to be helped at all. Charity on a sufficient scale is out of the question. Credit must be based on confidence. That is a hard cold, economic fact, and until it is faced, progress is hopeless. Mr Hoover sees, as Mr Hughes sees, and as Wall Street and the City of London see, that in Bolshevik Russia there are no grounds for the kind of confidence on which a sensible man will invest his savings. Greedy speculators may gamble upon Bolshevik promises, but the steady American citizen and the steady British citizen will not."

"That is the real truth about the Russian problem," continues the *Times*. "There is nothing abstruse about it, and there is nothing new about it. Men who repudiate their debts, and who, in the words of Mr Colby's Note, 'have frequently and openly boasted that they are willing to sign agreement and undertakings with foreign Powers, while not having the slightest intention of observing such undertakings or carrying out such agreements' will not get money or credit from anybody. Neither can they carry on trade with anybody. In denying the right of property and the sacredness of contract, as these are understood and observed by all civilised peoples, the Bolsheviks are not merely defrauding individuals, they are striking at the whole fabric of international trade. Commerce would disappear from the earth did the Bolshevik doctrines and practice prevail. "It is impossible," says Mr Hoover, "to conceive of commerce between nations that is not founded upon the right of property and upon sanctity of contract." These things are as indispensable to commerce as are ships. There is but one course for America while Bolshevism is supreme. It is to refuse to have relations with the country that is afflicted

with this system of destruction. These says Mr Hoover are not academic theories. The lives of millions outside Russia depend upon them, and they are the only foundation upon which the real reconstruction and salvation of the Russian people can be reared. The American Government is still as always ready to join in an inquiry by experts into the economic condition of Russia and the necessary remedies. But plainly it disbelieves that any such remedies are to be found in compromises with the Bolsheviks.

France from the first took very much the same view. Moreover, with distrust of Russia's Government France combined an even greater distrust of Germany—both Government and people. The consent of France to assent to and take part in the Genoa Conference was only obtained by the severest limitation of the agenda—by the complete exclusion of such vitally important subjects as Reparations, Disarmament and Revision of the Peace Treaty. For consenting even thus far one French Prime Minister fell from power. And when the Conference met France sent only a delegate among the plenipotentiary representatives of all the other nations of Europe. French people took the view that they and their Allies being the victors in an unprovoked war of unprecedented magnitude (in the course of which France had suffered unparalleled losses and destruction) they were not disposed to yield one iota to their late enemies. The Peace Treaty must be carried out to the letter in full by Germany or France would again draw the sword, occupy German territory and by force compel Germany to pay and to disarm as Germany had promised to do.

THE CONDITION OF RUSSIA

At this point it will be well to recall the present condition of Russia, the state of affairs brought about by the actions of the Bolshevik Revolutionaries now in power. The following poignant description is by Mr Leslie Urquhart who has been closely associated with the mineral and industrial development of pre-revolutionary Russia and is taken from the *Sunday Times* (London) of May 14th 1922.

I wonder whether even now it is realised how far the destruction of the national wealth of Russia has gone. By comparison with pre-war days the area under seed to-day is only half of what it was and the harvest is considerably less than half and gets smaller every year. The number of horned cattle has been reduced by 50 per cent, of pigs by 60 per cent and of sheep by 70 per cent. I doubt whether there is more than one horse to-day where there were five or six in 1914 and this all in a country of huge distances and very few railway spurs in immense and catastrophic disorganisation.

The cotton crop to-day is about one-fifteenth of its pre-war yield, the flax crop about one-twelfth, the hemp crop about one seventh, and the wool crop about one-tenth, while the production of sugar has fallen from a figure of 80 to less than 1. In transport and industries the position is as bad or worse. On the Russian railways practically all the sleepers, 90 per cent of the rails, 60 per cent of the locomotives, and a still larger proportion of the cars call, and, of course, call in vain, for instant renewal.

Only about one-tenth of the pre-war output of coal is being obtained, and very much less than half the pre-war production of oil. Forests are being destroyed for the purposes of fuel, but the demand for wood is double or more than double, the supply. Many of the new locomotives obtained from Germany have already been put out of action by being fired with fresh wet wood. The output of pig iron in Russia to day is less than it was in the time of Peter the Great and only about 3 per cent of its pre war figure, the textile industry has a production barely one twentieth of what it was in 1914, and the present value of the Soviet rouble is somewhere between a two millionth and a five-millionth part of the old rouble."

In view of the above facts, it might be expected that the Representatives of Russia came to the Genoa Conference in a chastened spirit, and ready to co-operate with the other nations of Europe in an attempt to restore the Continent, and especially their own dying country, to conditions of pre-war prosperity. Unfortunately the upshot was far from satisfactory, as we shall presently see.

ATTEMPTED RE OPENING OF INTERCOURSE WITH RUSSIA

In spite of all these difficulties the Conference, under the stimulating leadership of Mr Lloyd George continued to work at the preparation of a Note or Memorandum setting forth the terms on which the world at large would be prepared to re-open economic and political intercourse with Russia, and to co-operate in the reconstruction and restoration of that unfortunate country. On receipt of certain guarantees from the Russian Government, the nations of the world represented at the Conference would create credits—possibly an International Consortium with a capital of £20,000,000 or more—that would permit of the supply of machinery and plant to Russia the opening of factories there, and the engineering of various agricultural and mineral developments. These were the main economic advantages aimed at. The conditions included a cessation by the Russian Government of all propaganda against the present social and political status of other nations, a recognition of the rights of labour and of property owners, together with the restoration of properties in Russia belonging to foreigners and at present confiscated, and an

understanding and recognition by the Russian Government of Russia's pre war national debts and the extent to which Russian War debts and the interest thereon would be written down. After much discussion (during which Belgium stubbornly declined to deal with a Government that refused to recognise private property) the Note was completed and handed to Russia's Representatives.

BRITAIN'S APPEAL TO FRANCE—FRANCE'S REPLY

Whilst the Note to Russia was being prepared and pending Russia's reply thereto Mr Lloyd George much concerned at the attitude of France had suggested to the French Delegate—M Barthou (a) the appointment of a Commission specially to study the economic side of the negotiations with Russia and (b) the earliest possible meeting of the signatories to the Peace Treaty to decide what action should be taken if Germany failed as many expected she would to make the Reparation Payment due to the Allies on the 31st May 1922. (Belgium it will be remembered had in spite of all appeals declined to agree with that portion of the Note to Russia that referred to private property). The French Prime Minister—M Poincaré in replying (through M Barthou) to Mr Lloyd George's suggestions not only supported Belgium's attitude towards Russia but declined the proposal to appoint a special Commission to study the economic side of the Russian problem. Further France declined to meet Great Britain and the other signatories to the Treaty of Versailles to discuss the German Reparations Question *before* the 31st May *i.e.* *till the date had passed on which the German Reparation Payment was due*. And as though to emphasise her earlier threat to take military action alone in the event of German default France proceeded to call out her conscript class of 1918 and to despatch artillery reinforcements towards the Rhine Bridge Heads. France's replies and actions almost shattered the Geneva Conference and produced a crisis more grave than anything that had occurred since the conclusion of the War.

RUSSIA'S REPLY TO THE CONFERENCE

To add still further to the Conference's difficulties the Russian Soviet's reply to the proposals outlined above was not withstanding the very terrible economic condition of the Russian people especially in the Volga Provinces the reverse of satisfactory in almost every way. The reply was described by members of the Conference as a very long argumentative disputatious document that said as little as possible in the greatest number of words.

Shrewish and peevish were the adjectives applied to it. In this document the French Government were gravely lectured for having shown themselves according to the Russians more concerned for the interests of

capitalists than those of the small French holder of Russian bonds. The demand that the Soviet should refrain from political agitation against the Governments of other countries was spoken of as a vain attempt to secure Russian recognition of treaties concluded by other States and was rejected on the ground that such agitation was quite legal. As for credits for Russia Mr Tchitcherin the Soviet's Representative replied that the Conference's Note only enumerated the credits to be given to the subjects of other States who might wish to trade with Russia. Such credits would be quite valueless unless the Russian Government itself was assured of the financial means necessary to assist both agricultural and industrial production to restore means of transport and to restore and rebuild Russian currency by stopping the further issue of paper roubles. The Soviet declined to recognise the debts of Russia under the late monarchy because that monarchy had refused to defray the losses caused by the revolutionary outbreaks of 1905-1906. For the edification of the nations of Europe the Soviet went on to argue that the economic isolation of Russia would not injure Russia only. From this standpoint they urged that Russia ought not to be the only country to make sacrifices. Russia could not be replaced and therefore the only principle on which now to proceed was that of give and take. There was no necessity to discuss recognitions to the right of property or guarantees for security and permanence because traders and other commercial men were crowding into Russia without any such guarantees. Indeed adventurers from other countries were already seeking wealth and creating mischief under the guise of European civilisation. And so the document went on commenting arguing quoting and misquoting and piling negative upon negative till the situation became utterly hopeless. The only possibility of continuing the correspondence was the expression of an assurance that Russia wanted peace and was ready to enter into a pact against aggression and a suggestion that a further meeting should be held to discuss all outstanding.

In considering this reply it must be remembered that whilst Russian representatives at Geneva must have been quite familiar with the awful famine beggary social and industrial collapse to which the Bolsheviks communism had reduced their unfortunate country they would be compelled to identify the saving of Russia with the saving of their own skins. Had Mr Tchitcherin and his confreres been too obviously ready to meet the rest of Europe—had even Mr Lenin at Moscow sanctioned such a policy they would probably have signed their own death warrants. The Russian reply was undoubtedly composed for publication in the *Pravda* and perusal and digest on by all the Red Die Hards of Moscow. The world must therefore have patience. Still more time is required to enable the lessons of

experience to modify the fantasies of Russia's extreme communists. That this modification will come about sooner or later, nobody can doubt.

GRAT BRITAIN'S POLICY OF PEACE

Mr Lloyd George in face of complications that might well have brought the Genoa Conference to an inglorious termination quickly decided upon the best course to take. He proposed three things—First, that the Russian suggestion of a further meeting and discussion be accepted. Second that until and during the labours of this second conference, there should be a TRUCE OF GOD in Europe. And third that during the period of truce all nations should refrain from mutually hostile propaganda. These ideas which were generally accepted finally took the shape of two separate Commissions—an Allied Commission and a Russian Commission to meet simultaneously at The Hague on the 26th June 1922. Their object would be to take into consideration questions between the Soviet and the Powers as to debts, private property, and credits. The outstanding feature of this new arrangement was the provision for a Peace Pact. The exact terms ran as follows—

THE PEACE PACT

In order to enable the work of the Commissions to be carried on in tranquility and in order to restore mutual confidence engagements will be entered into binding the Russian Soviet Government on the one hand and the other participating Governments on the other hand, to refrain from subversive propaganda. The Pact to refrain from acts of aggression will be founded on the observance of the existing *status quo* and will remain in force either until the outstanding frontier questions of Europe are settled or for a definite period. The agreement against propaganda will bind all the signatory Governments to abstain from interfering in any way in the internal affairs of other States from supporting by financial or other means the work of political organisations in other countries and also to suppress in their territory attempts to foment acts of violence against other States and attempts which might disturb the territorial and political *status quo*.

It was hoped that the proposal of a Peace Pact would be sufficiently consonant with the views of President Harding to induce the United States to send representatives to the proposed Hague meetings.

The work of the Genoa Conference concluded at this stage. In his closing address the British Prime Minister warned the Russian Delegates that it was useless for them to proceed to the Hague unless they were prepared to recognise Russia's obligations. 'If Russia wants assistance said Mr Lloyd George, she must not trample on principles that are our lifeblood. She must accept the code of honour that has descended to us through generations.' Mr Lloyd George added that if the Russian Reply (summarised above) was the last word on the subject he would despair of accomplishing anything at the forthcoming Hague conferences.

So ended the great Genoa Conference. Europe is still divided against itself though perhaps not on Armistice lines. The idea that the military position of 1918 represented a permanent picture of Europe is fast fading if not altogether dead. The Conference reminded the world of the European situation and compelled the peoples of Europe and in particular of Great Britain to look ahead and take stock of the future. The outlook is full of danger but if Britain's policy of maintaining peace continuously studying the position and discussing all possibilities in the hopes of finding ways of conciliation and restoration of confidence be steadfastly pursued there is some hope of achieving that renewal of goodwill and economic activity without which the recovery of Europe will be an impossibility.

THE GENOA INTERNATIONAL ECONOMIC CONFERENCE

Whilst Europe's statesmen were endeavouring to find ways of expediting the restoration of Europe by international discussions regarding Russia's condition and requirements and Germany's ability (or inability) to pay all that has been demanded of her a special Financial Commission concentrated its attention on European money matters and made certain very important recommendations which were adopted at the Second Plenary Sitting of the Genoa Conference held on the 3rd May 1922. The Resolutions were grouped under four headings—Currency, the Flight of Capital, Exchange and Credits. The following are the most important of the Resolutions recorded —

- (1) CURRENCY. 'The essential requisite for the economic reconstruction of Europe is the achievement by each country of stability in the value of its currency. (This no doubt means stability in both the *internal* and *external* purchasing power of the currency —Editor K. H. and D.)
- (4) It is desirable that all European currencies should be based upon a common standard."

- (5) "Gold is the only common standard which all European Countries could at present agree to adopt"

The other Resolutions recommend co-operation between Europe's central banks of issue, especially for the purpose of regulating credit policy, also an International Convention to centralise and co-ordinate the demand for gold. The Financial Commission pointed out most emphatically that until the Governments of Europe can balance their budgets or keep expenditure below revenue "... no currency reform is possible, and no approach to the establishment of the gold standard can be made" (This is a fact to which India's Statesmen should give special attention —*Editor, K H and D*)

FLIGHT OF CAPITAL—The Commission held that any proposals to interfere with the freedom of the market for exchange, or to violate the secrecy of bankers' relations with their customers, are to be condemned. At the same time the problem of preventing transfers of capital to avoid taxation, might be studied by the League of Nations.

EXCHANGE—"Any artificial control of operations in exchange" (i.e. of operations in exchange by private firms and individuals) "is futile and mischievous and should be abolished"

CREDITS—"The reconstruction of Europe depends upon the restoration of conditions under which private credits and in particular investible capital will flow freely from countries where there is surplus lending capacity to countries which are in need of external assistance. Loans from Government to Government ought to be resorted to, if at all only in the most exceptional cases."

In addition to the Financial Commission a Transport Commission and an Economic Commission also passed Resolutions making recommendations as to the best ways of reviving international trade

* * * *

(Germany it is understood paid a portion—50 000 000 gold marks—of the Reparation instalment due on the 31st May 1922 but the United States have declined to take part in the proposed Hague Conference, and France also declines unless Russia first acknowledges her national debts, admits rights to property guarantees better conditions to foreigners in Russia etc. The outlook is therefore much the same as it was before the Geneva Conference was held and is hardly satisfactory —(*Editor K H*)

MR LLOYD S REPORT OF THE GENOA CONFERENCE

(Post Script, 18th June, 1922) In the House of Commons on May 25th Mr Lloyd George gave some account of the work accomplished at the Genoa Conference. The Prime Minister would not admit that there had been failure. On the contrary. Drawing a picture of Europe seething with feuds (the legacy of the war, which had resulted in the abnormal development of a narrow, selfish and blind national spirit), conjuring up a spectre of millions of Red soldiers he pointed to the Conference room at Genoa as bringing about a new confidence and dissipating the atmosphere of international suspicion and impending conflict. Disclaiming any intention of interpreting Genoa, he said he would set out the simple facts and leave the House to judge. He did not even claim that Genoa would be ultimately successful. All that he claimed was that it had accomplished great things already.

The Prime Minister began by re-asserting his faith in diplomacy by means of conference. 'I felt,' he said "that if that Conference had assembled in 1914 the world would have been spared a very tragic experience. Then he proceeded to outline the subjects dealt with by the Commissions: currency difficulties, instability of exchanges, customs and trading restrictions and transport difficulties. All these matters were complicated by a spirit of blind nationalism, but he was hopeful that the labours of the Commissions would have the effect of improving these conditions.

PROBLEM OF RUSSIA

He made it plain that the main concern was the problem of Russia. There in the Conference were the representatives of Russia representing more poverty, wretchedness, desolation, hunger and despair than all the other nations. That was his first impression. The second was that without the assistance of the other nations it was hopeless for Russia, whatever its Government, to hope to extricate itself from the pit of squalid misery.

It was no good questioning the Russian deputation. They represented the unchallenged masters for the time being of the fate of that formidable but very distressed people. Peace or war with Russia could only be made through them. Whether the armies of Russia marched forward or backward was a question for them. There were three courses before the nations. There was force, which had been tried before and failed—that no one suggested at Genoa. There was the policy of leaving Russia to her fate until

a more benevolent and acceptable Government was in power That course was much in their minds he said adding and it is one which we may be driven to adopt The third was that the Government should not preclude relations with the Russian people

Mr Asquith was sceptical regarding the armed forces that were said to be massing on the frontiers but the Prime Minister said that he received his information from the Prime Ministers of Poland and Rumania Mr Clynes commented upon the disinclination of the Prime Minister to go deeply into our relations with France The Labour leader did not blame for he said we were largely to blame for her attitude The question in his view was whether we had reached the stage when boldly we could say that we guaranteed more goods by the Treaty of Versailles than we could deliver —*T mes* 26th May 1922

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CHAPTER VIII.

India's Outlook and Policy

Before the Great War, the Continent of Europe used to buy from India about one-third of India's surplus products, and thus place in the hands of Indian traders, agriculturalists and industrialists the means wherewith to purchase from overseas such commodities as they desired, including large quantities of silver and gold.

After the Great War, the Continent of Europe was so exhausted by fighting—so shattered in wealth, credit and capacity,—and so deranged by the passions, obsessions and delusions aroused during and after the conflict, that its ability to resume pre-war economic activities has been very greatly reduced and in some cases altogether obliterated. In other words, the Continent of Europe is no longer India's chief customer. And until the peoples of Europe can be induced to cease all wasteful and destructive activities and to concentrate their attention and energies on peaceful production and interchange as in pre-war days, India must of necessity experience considerable commercial and financial difficulties that will react on India's internal economic and political conditions. Hence our dominant interest in Professor Keynes' efforts to stabilise the European exchange, and Great Britain's attempt to restore European economic conditions by way of the Genoa Conference of April-May, 1922, *vide* the preceding three Chapters.

INDIA'S FIRST PROBLEM

So far (June 1922) Professor Keynes' efforts do not appear to have borne fruit. Nor has the Genoa Conference yielded those results for which Great Britain's Prime Minister strove so strenuously,—namely, the reopening of trade with Russia and the reconsiderations of the positions of Germany, Austria and the neighbouring States with a view to the early restoration of reliable and productive financial and commercial activity all round. In the circumstances, India's only course is (1) to wait till time and the force of events modify the policies of France and Russia and, in the meanwhile, (2) to search for new buyers to take the place of those on the Continent of Europe who used to purchase over a third of India's surplus products. This last is a matter for private enterprise.

rather than for Government activity. Already Japan (and perhaps the United States of America) have to some extent filled the gap caused by the inability of our late enemies to buy as much of India's wares as in pre-war days. See the figures below —

SALES OF INDIAN PRODUCTS OVERSEAS

To	1913-14	1921-22
The United Kingdom	£38 000 000	£30 000 000
Germany	17 500 000	10 000 000
Japan	15 000 000	25 000 000
United States	14 500 000	16 600 000

Unfortunately the cheering effect of the above figures largely disappears when we remember that price levels last year were at least fifty per cent above those of 1913-14. It now remains to be seen whether Japan or any other Eastern or Western buyer or group of buyers can take the place of Germany and Austria-Hungary as permanent purchasers of large quantities of Indian produce.

INDIA'S SECOND PROBLEM

This then is our first problem—to find markets abroad for India's surplus production of agricultural and manufactured goods. The second problem is of equal, perhaps of even greater importance at the present moment. That is to reduce Government's expenditure to the level of its income. Government's financial house *must* be put in order or India will sink into ruin and chaos. During the last four years Government's expenditure has exceeded the revenue by over ninety crores of rupees (£60 000 000) and the money has had to be found partly by increased taxation but mainly by borrowing and by issuing new paper currency based on Government's own I.O.U.s. This last device is vicious in the extreme—as the creation of more currency in this way must of necessity reduce the value (i.e. the purchasing power) of the currency already in circulation—and the consequent rise of prices not only further embarrasses Government by increasing its expenditure but also adds to the difficulties of the great mass of the population whose monetary income is very small. The close of last year—March 1922—marked an epoch in Government Budgets that will long be remembered. India's trade generally and especially the overseas trade was passing through the worst period of depression within living memory. At that moment of commercial gloom, Government came forward with an expenditure budget considerably heavier than that of the year previous. Further new demands

grave economic and political situations (Mr. Gandhi had been arrested, condemned and imprisoned but his non-co operator followers were seething with hatred throughout the country), Government proposed substantially increased taxation all round together with increased Postage and Railway rates Passenger with the object of extracting from the public nearly **THIRTY CRORES OF ADDITIONAL REVENUE** to meet the anticipated increased expenditure

GOVERNMENT EXPENDITURE EXCESSIVE

The public generally felt that this was more than India could safely bear in these times and a determined effort was made to curb the Finance Department. Allowance was made for the fact that the rise of prices—over one hundred per cent at one time but now somewhat less—had multiplied Government's expenditure on salaries and wages in a way that was practically unavoidable. Still India's Legislators were convinced that the proposed expenditure was excessive and they determined to cut it down. In looking through the Budget the demand for over Rs. 68 crores (over £45 000 000) for Military Services plus an unknown sum for military operations in Waziristan at once caught the eye. This 68 crores (representing about 48 per cent of the Central Government's total expenditure) compares with Rs. 30 crores (£20 000 000) which was the cost of the Military Services (being 24 per cent of the total expenditure) of the pre war year 1913-14 when by the way, India was equipped to meet the possible danger of a Russian invasion from the North West. Here, then was an item in the Budget that must be cut down.

COST OF MILITARY SERVICES MUST BE CUT DOWN

Under the Government of India Act however the Legislative Assembly had not power over the Grant for Military Services. In these circumstances the Democratic Party resolved to adopt the tactics of (1) cutting down the Civil Grants over which they had full authority by five per cent all round and (2) refusing to vote certain items of the proposed additional taxation all with the object of forcing Government to reduce what was considered to be the excessive expenditure on Military Services. The National Party were largely in sympathy with these tactics. So did a reforming private Member of the Assembly.

The programme was duly carried out. Not only were most of the Civil Grants cut down by five per cent but the Legislative Assembly rejected the proposed additional taxation on salt and on Cotton piece goods. In the end Government was left with an uncovered deficit of over nine crores of rupees (over £6 000 000).

That the Legislature in acting thus truly reflected the feeling of the whole country may be inferred from the fact that on 30th May 1922 a Deputation representing the leading European and Indian Chambers of Commerce was received by the Viceroy at Simla. The Deputation

stressed with all the emphasis at their command the vital necessity of reducing the country's expenditure at least to the level of the country's estimated revenue. Nothing but the most drastic and far reaching retrenchment in all branches of Your Excellency's administration will meet what we conceive to be the very serious financial condition in which this great country is now placed. On the subject of the heavy expenditure on Military Services the Deputation referred to the coming work of the proposed Retrenchment Committee and added we feel constrained to express to Your Excellency the hope of the commercial and industrial centres whom we represent that the great and growing burden of military expenditure will receive primary and adequate consideration.

THE INCCHAPE RETRENCHMENT COMMITTEE

In his reply Lord Reading assured the Deputation that Government were fully alive to the serious financial situation and to the importance of establishing equilibrium between actual current expenditure and a reasonable estimate of revenue. His Excellency then proceeded to give the names of the recently appointed Retrenchment Committee. The Committee include—

The Right Hon Baron Inchcape *Chairman*

Sir Thomas Catto Bart of London

The Hon Sir Alexander Murray of Calcutta

Sir Rajendra Nath Mookerjee of Calcutta

Mr Purshotamdas Thakurdas of Bombay

Mr Dadabhoi Merwanjee Dalal CIE of Bombay and The Indian Council

Mr H F Howard Controller of Finance India Office London will be the Secretary while Mr R A Mantons will supervise the preliminary work which is being carried out in advance by the administrative departments of the Government preparatory to the assembling of the Committee. Lord Reading referred to the work of the Committee as follows.

The field of the labours of the Committee is the whole of the administrative machine of the Central Government and the processes which it controls or drives. This includes military expenditure. Under the terms of reference already made public you will have perceived that they are identical except for minor verbal modifications with those of the Geddes Committee. They enjoy a scrutiny of all departments and branches and every class of expenditure but of course just as with the Geddes Committee the final determination upon matters of policy will rest with the

Government It would be a waste of time and money to burden those who are to do the expert assay, with the labours of the crushing or with the collection of the spoil for examination

‘ GREATER PEACE AND TRANQUILITY ’

Lord Reading continued — ‘ The aftermath of war, trade depression, reduced exchange high prices economic distress troubles in Malabar and on the Frontier, and political agitation combined to create a most complex situation In addition the great changes and problems connected with the working of the reformed constitution had to be compassed in the midst of considerable political unrest In our judgment this situation, in its various stages of progression required careful and patient handling May I remind you that patience is a political virtue which often demands greater courage than more picturesque forms of action but it should never be practised indefinitely. It may pass the limit of virtue and become a fault and we have not hesitated to take resolute action when we thought conditions required it I hope I may now claim that the policy of my Government has been justified by events and that India will enjoy a period of greater peace and tranquillity for a time at any rate—and I trust for a long time—we have comparative peace and have an atmosphere in which our political life and economic progress can grow and develop on right lines In this development I am in full accord with you that the restoration of financial equilibrium in India has depended upon retrenchment where possible of expenditure is of most urgent importance and you may rely upon my utmost efforts to secure this result ’

POLITICAL PROGRESS THE LEGISLATURE

We have laid great emphasis on the necessity of restoring trade conditions and of balancing India's Budget by immediately cutting down the national expenditure to the level of the national income because we hold that these matters transcend in importance any other national problem at the present time For the rest we need only say that the work done by the Indian Legislature—the Council of State and the Legislative Assembly—has been wholly admirable in 1921-1922 The general conduct of the proceedings the restraint and self control of Members and the courage and far seeing statesmanship shown in the determination to cut down expenditure would do credit to any Parliament in the world not excluding the Mother of all Parliaments In only two matters—problems relating to finance—do we consider that grounds exist for adverse criticism Though faced by a very serious deficit Government on the one side declined to re-impose a vamped duty on salt whilst the Members of the Legislative Assembly on the other side rejected Government's proposal to increase the duty on salt Having regard to the paramount necessity of balancing income and expenditure we find it difficult to say

which decision is the more deplorable Had both duties been imposed, the deficit in the Budget should still have been large enough to have satisfied the most ardent wielder of the "Retrenchment Axe"

Outside the Legislature, political activities still take forms that must cause even the gods to weep One of the most amazing developments in the recent history of India is the meeting of bodies of men from time to time for the purpose of considering how and when the revolutionary doctrines which they hold, shall be put into practice, and the Government rendered incapable of performing its functions As the *Pioneer* recently pointed out, "It seems almost incredible that the country should have now become quite accustomed to these performances, that reports of the proceedings should be solemnly published broadcast as a matter of course, and that the formulation of plans for destroying the existing regime should be permitted without let or hindrance" Perhaps it is yet another example of the splendid liberty of thought and speech that is one of the most glorious attributes of British life and British government

Happily, with the imprisonment of Mr Gandhi and several of his most intemperate followers, the influence of the revolutionaries is steadily declining The following extract from the leading columns of the *Statesman* is very apposite —

The Ahmedabad oracle comes very near to a concrete diagnosis of the causes of the recent fall in India's political temperature "Doubting souls," it writes are troubled over the actual form of government that we will have under Swaraj "They also seem to be at a loss, it says, "to conceive what will remain in India after the demolition of the present structure of government They therefore hesitate to work unless their doubt is cleared" *Young India* is quite right The "doubting souls" see certain concrete results of Mr Gandhi's teaching "During the past few months" wrote the Batala residents to the Congress Committee which honoured Batala by a visit, "dacoities were rampant in the town and district, life and property were insecure, and it was impossible to remain out of doors in the evening The Sikhs Jaths and sweepers looted the houses of the Hindus and outraged the modesty of the women The beginning of an era of unrest was sketched before one's eyes The air became thick with news of similar occurrences in other parts of the country" These are what the "doubting souls" all over India have observed from their own experience to be the first fruits of Swaraj Mr Gandhi's organ frequently informs them by implication or express statement that the fully developed product will include the "demolition of the present structure of government" It is not surprising that some diffidence is exhibited in working any longer for an ideal which produces such results and apparently is intended to produce no others For the article in question, like

so many of the speeches of the Extremist leaders, contributes no single suggestion as to what is to come after the "demolition of the present government" Still worse, it exhibits as little sense of the continuity of his story as was exhibited by the Soviet leaders during the fatal period of destruction in Russia The writer perceives the necessity of convincing the "doubting souls" but his only intellectual weapons are, on the one hand, a vague idealism which contributes nothing to the work of construction and, on the other hand a denunciation of a regime which, in the opinion of all save those who are completely, blinded by racial prejudices, has achieved something for India The present government is described as a superimposed structure having no organic relation with the life of the people Its unnecessary interference and aggressive assertiveness—sometimes it is reproached on the ground of its inertia and dull insensibility to the life of the people—are declared to be merely another name for "over-government" The object of education under the existing regime has been—so it is asserted—to anglicise India, of the courts to spread the influence of British law of commerce to advance British trade interests, of the revenue system to maintain a top heavy bureaucracy of the army and police, to repress the people into meek submissiveness With all these 'Swarajic India' will have nothing to do and the "doubting souls" are assured that the success of the new regime will lie in "its smooth and unperceived working like the breath of the human system, holding together, organising and utilising the different elements of society" It is to be feared that India's practical minds will need something more tangible than these dreams before they re address themselves to the task of non-co-operation

THE REMEDY PROPER EDUCATION

The root remedy for such political disease as India at present experiences is better education—education which, commencing with the child and carried on through adolescence, continues week in and week out in after life, and terminates only with old age and death itself,—education which is not confined to mere literary attainment and book learning, but embraces technical arts economy in its widest sense, an understanding of human nature, accurate knowledge of the doings of other "humans" in other lands and in other countries and some practical comprehension of political science and of the very intricate work of government, in short education appropriate to age and capacity, time and place

The pitiful belief, still occasionally heard in some quarters, that the operations of that wonderful growth—modern civilisation, require the retention of a large proportion of the population in a state of ignorance is now fast disappearing More education *for all* is now the general demand And thousands of enthusiasts in all countries (including India)

are working strenuously to make this ideal a permanent living fact. Some desire to proceed in this way some in that. The increased attention now being given to co-operation in education is a very encouraging feature — co-operation between children and teachers, co-operation between teachers and parents, co-operation between parents and those under them in business, co-operation between employers and employed, co-operation between Government and the public, in fact, co-operation of all with all. And in this great work of co-operation, let it not be forgotten by any that the Press is now a days the greatest of all the *media* for the general education of the vast mass of the public.

Proper and continuous education *for the adult* is one of the most pressing needs of India at the present day. The ignorance of the great mass of the people is the greatest curse of the country. Unfortunately, it is far easier to make this statement than to propound a practical and comprehensive scheme for remedying the situation. "Any one" wrote an American observer in a recent publication, "who is familiar with modern India, and who is watching with deepest sympathy and good will the progress of the greatest adventure in democratic government which the world has ever seen, cannot but wonder at its chance of success when ninety four and four tenths per cent of the population is illiterate." Out of a total population of about 250,000,000 in British India, less than seven millions form the present electorate, and a large proportion of this seven millions is illiterate. Mr. Rushbrook Williams' report on "the moral and material progress and condition in India" in 1920 observed that "a very large part of the education needed in India is adult education—education which will supply the great new electorate with some guidance in the use of the power which Constitutional Reforms have placed in their hands" and the belief was expressed that "in this work there is a great field for the university extension movement, which might well provide an agency for adult education upon a scale adequate to the requirements of the future." This view is confirmed by Mr. J. P. Bulkeley, of the Indian Educational Service, who not long ago enquired into the system of adult education which obtains in England, and has embodied the results of his observations in a report to the Bureau of Education, India. Mr. Bulkeley thinks that there exists in India and Burma a real need not only for elementary adult education, which he regards as the most urgent requirement, but also for higher adult education; that Indian universities should play an important part in supplying this need, and that the demand is likely to be expressed soon, and generally.

This, then, is India's third and perhaps greatest problem: the proper education of her youthful and adult population.

CHAPTER IX

Irrigation and Railways in the Karachi Hinterland.

The further growth of Karachi depends mainly upon the further development of the vast hinterland of which it is the Chief Port and Commercial Base. That development will take many forms. The one which is likely to produce the greatest immediate results, is the irrigation of tracts at present entirely neglected or, at the best, only partially cultivated owing to lack of water. Karachi is closely interested in SIX great Irrigation Projects, namely—

- The Sukkur Barrage and Sind Triple Canal Scheme.
- The Sutlej Valley Scheme (in Punjab, Bahawalpur, and Bikaner)
- The Bhakra Dam Scheme (in the Punjab)
- The Haveli Scheme (in the Punjab)
- The Thal Canal Scheme (in the Punjab) and
- The Sarda Kitchha Scheme (in the United Provinces)

The above schemes when carried out and working to their full capacity, will add over 5 000,000 acres to the irrigated and crop-bearing lands of the Karachi hinterland.

THE SUKKUR BARRAGE AND SIND TRIPLE CANAL SCHEME

Sind's great Irrigation Project—one of the largest in the world, and one calculated to add very materially to the long staple cotton supplies of the world,—appears to have come to a standstill. The following extract from the leading article of 3rd May, 1923 in the *Daily Gazette* explains the situation.

"With the coming of Sir George Lloyd to the governorship of the Bombay Presidency, the long neglected provision of high level, perennial canals throughout the central portions of Sind and assured by the erection of a Barrage in the neighbourhood of Sukkur, was to be taken in hand *at once*. Special Engineers were appointed to hasten on the scheme,

and this magnificent National Enterprise—the greatest and most beneficial irrigation work in India, indeed, in the whole British Empire—was to be pushed on with an energy and rapidity that would more than atone for the many years of past neglect

No wonder that Sind's expectations rose to the highest levels—for a time. But now,—after a lapse of two or three years, a very obvious lull in the activities of the Bombay Government has produced misgivings in the hearts of the people of Sind that are causing mutterings of discontent in all directions. An uneasy feeling is spreading that this—the most important of all Sind's projects—has been side tracked indefinitely for reasons which will be strongly resented by all sections of public opinion in this Province,—namely because of the rival claims of Bombay. If this be a fact—and it looks very like it,—then it is time for Sind to take action

The root cause of all our difficulties at present, is, of course, financial. The repulse and defeat of German pretensions and ambitions involved five years of war activities and war-expenditure on a scale unprecedented in human history. The result is now financial exhaustion, and an accumulation of peace work undone, arrears of renewals to be overtaken, and new developments to be initiated that require far more capital than the world can at present produce. The Government of India are compelled to borrow (both in India and in Europe) huge sums of money to enable them to carry on. So are the Government of Bombay. Other Provincial Governments also want to borrow. So do most Foreign Governments. But nobody is likely to obtain as much as they want. And consequently, somebody must wait, some urgently needed schemes must be postponed. And in the waiting and postponements, the weakest are liable to go to the wall. That is why so many public works in Sind cannot now be carried out. That is why our local Cantonment Lands problem has apparently been shelved. That is why our broad gauge railway to Delhi and Cawnpore via Jodhpore is temporarily postponed. And that is why the Sukkur Barrage and Sind High Level Canals Projects are liable to be indefinitely side tracked.

We write "liable to be side tracked" because, after all, there is a certain amount of capital available for reproductive Public Works in the Bombay Presidency. Sind will remember the recent raising of nine crores of rupees by the Bombay Government in the form of a Bombay Development Loan, *not one anna of which was allotted to developments in Sind*

These nine crores, together with a further five crores which the Bombay Government have borrowed from the Government of India, have all been utilized towards the carrying out of a Development scheme for the City of Bombay which is estimated to cost in all *at least thirty-six crores of rupees*. Now it does not require a very experienced financier to perceive that the Government of Bombay will not be able to raise the further twenty two crores of rupees required to complete the Bombay City Development Scheme and re-pay their debt to the Government of India, for several years to come, say, four or five years, at the least. It follows then, that either the Bombay Scheme must be suspended for a period, or that other portions of the Presidency, including Sind, must be deprived of the capital essential for their reproductive Public Works till the Bombay Scheme has been completed. Briefly and bluntly, as it will be extremely difficult if not impossible, for the Bombay Government to raise sufficient capital (in competition with other Provincial Governments, the Government of India, and all overseas Governments), to carry out *simultaneously* both the Sukkur Barrage Scheme and the Bombay City Development Scheme, what is going to happen? Is the Bombay Scheme to bring all other developments in the whole Presidency to a standstill? Is this Province to go to the wall? Is Cinderella to be quietly and unceremoniously ejected from the Prince's coach, and once more relegated, for a further ten, twenty or fifty years, to the kitchen of neglect? Is the unsatisfactory story of Sind's immediate past to be repeated in the immediate future? We sincerely trust not.

But the position is extremely critical. We urge all local Bodies—Agricultural, Industrial and Commercial, and especially those of Karachi—to be up and doing. It is of national and imperial importance that a scheme of the magnitude and beneficent possibilities of the Sukkur Barrage and Sind Triple Canals Project,—to make no mention of the railway and other remunerative developments essential for the progress and well being of this Province,—should not all be quietly abandoned for an indefinite period of years, simply to enable the Government of Bombay to carry out one single, expensive scheme of City enlargement and improvement which, however necessary and useful to the Port of Bombay, is not of the slightest advantage to Sind. Every Representative of this Province on the Bombay Legislative Council should combine to press the claims of Sind in the matter of the Sukkur Barrage and its hundreds of miles of perennial canals on the attention of the Bombay Government. Sind only asks for fair treatment in development matters. And, under the leadership of our present energetic and far-seeing Governor, we have every belief that we shall get it."

Mr Bhojsing G Pahalajam of Sukkur and Mr S C Shahani of Karachi have been pressing the claims of Sind in the matter of the Sukkur Barrage Irrigation Project in the Bombay Legislative Council and the Legislative Assembly (Delhi) respectively, but the whole scheme is at present held up pending the provision of finance by the Bombay Government

As a result of the appeal made by the *Daily Gazette*, it is understood that an attempt is now being made to form a Special Committee of some of the most prominent men in Sind to unite and take steps to assist in every way possible in getting this great Sind Irrigation Project started without any further delay. The failure of the Indus to rise (a) soon enough and (b) high enough, and (c) to remain at a high level long enough,—a failure which the continued drawing off of the waters of the Indus and its great Tributaries in the Punjab makes yearly more probable,—means disaster to Sind, and it is therefore the first duty of all patriotic Sindhus, of the Government of Sind, and in particular, of the Government of Bombay to take immediate steps to guard against that disaster, even if the cost be heavier than was at first anticipated

THE SUTLEJ VALLEY IRRIGATION SCHEME

The following very interesting information is taken from the Editorial columns of the *Daily Gazette* of the 10th June, 1920.—Next to the Sukkur Barrage and Sind Triple Canal Scheme, there is no great irrigation project in which commercial Karachi takes a more keen interest than the Sutlej Valley Canal development. This vast scheme which is estimated to cost some fourteen or fifteen crores of rupees (say, ten millions sterling), has been sanctioned, and work upon it has actually commenced. The headworks are at Suleimanke not very far from Ferozepore, close to Fazilka, and only a few miles from MacLeod Ganj Road Station on the Southern Punjab Railway. The construction of the barrage at Suleimanke has been begun the designs for the headworks are under preparation, their main features having been settled and approved. It is expected that mechanical diggers of the latest American types—the dragline variety—will be employed for the canals, and the work will be carried through with the greatest expedition. There will be a weir above Suleimanke for controlling the river, and a third barrage will probably be located below Suleimanke at Islam instead of at Jumnera as at first contemplated. For these weirs the plans are now under preparation. According to the *Pioneer*, the construction of a broad gauge railway from Doraha through Rupar to Nalagarh for the purpose of bringing down materials is being pushed on, and it is hoped that the railway will be running next winter. Quarry experts are now opening up quarries for the stone required, and

houses for the quarry staff are being built With regard to the superior and subordinate staff and general scheme of organisation, two British circles and a circle each for Bikaner and Bahawalpur have been established controlling 12 divisions and 35 sub divisions It is expected that another Bahawalpur Circle will be opened during the coming cold weather

Sind readers, anxious with regard to the provision of the finance for their great Sind Irrigation Project, will wonder how the money is being obtained for this vast Punjab scheme The answer can be guessed when it is remembered that a large portion of the benefits of the scheme will be reaped by the States of Bikaner and Bahawalpur The Council of Regency of Bahawalpur are going to produce we understand, something like seven crores of rupees whilst the Maharajah of Bikaner will contribute about three crores For the rest, the Punjab Government are preparing to raise between four and five crores as may be necessary Thus the whole of the capital required will be forthcoming The financing of the Sutlej Valley Irrigation Project is as compared with that of the Sukkur Barrage Scheme, a relatively easy matter for the reason, that whereas in Sind it is largely a case of greatly improving lands that are already irrigated, in the case of the Sutlej Valley the irrigation will be carried very largely on to State lands that are at present worthless and unoccupied The bringing of a perennial supply of water to these waste lands will mean that the States concerned will be able to sell the lands at very good prices, and thus obtain a reimbursement of the money expended on the construction of the canals and their relative weirs In short, a substantial portion of the capital required for the Sutlej Valley Project will be obtained from the sales of what are at present waste lands, but which will become in consequence of the assured water supply, very valuable produce bearing tracts On the balance of the capital expended, the interest earned will be very handsome,—probably well over twenty per cent per annum—a rate that very few private enterprises are able to obtain at the present day As a revenue earning project it will be seen that the Sutlej Valley Project ranks far above the Sind Project, and among the most profitable Irrigation Projects in India And as the surplus produce grown in the newly irrigated Sutlej Valley will be largely purchased by Karachi Exporters, and the requirements of the new populations on the lands largely satisfied by Karachi Importers, there is every reason why the people of Sind and Karachi should rejoice that this great Sutlej Valley Irrigation Project is now being carried out

THE " GREAT NORTH CENTRAL RAILWAY "

The financial difficulties in which the Government of India are at present involved consequent upon a four years' succession of deficits and the

absence of any balance of trade in India's favour compel Government to borrow largely in both India and England to fill the gap between income and expenditure in India and to provide the Secretary of State in England with funds to meet the Home Charges of approximately £30 000 000 — interest on sterling debt etc

Apart from this the state into which the Railways of India have fallen owing to inadequate repairs and renewals during five years of war necessitate the expenditure of very large sums now to repair this compulsory neglect and Government have resolved to spend no less than £20 000 000 per annum for the next five years in putting matters right

These facts make it extremely improbable that Government will be able to find the capital that is required for constructing Karachi's much needed second great trunk line of railway communication — namely the broad gauge railway to the north east through Jodhpore to Cawnpore. This line received the unanimous support of the Conference of Associated Chambers of Commerce of India and Ceylon in January 1921 (*vide* page C 69 of the Karachi Handbook of 1921-22). It has also received the preliminary approval of the Railway Board and the construction of the first section (*i.e.* the conversion of the metre gauge railway from Hyderabad to the Sind frontier) was sanctioned by Government in 1914 but the necessity of repelling Germany's unprovoked attack on France caused the suspension of the work. In 1920 orders were once again given to commence work on the Sind section but once again the work has been stopped for want of funds. As we write May 1922 a Special Officer of Government has been deputed to prepare Estimates of the probable traffic over this line so that Karachi need not despair that the Scheme will never come to maturity.

At the same time having regard to the general financial situation it will be best to abandon for the moment the hope of constructing the whole of the line in one operation. If attention be concentrated on the conversion of the present metre gauge railway from Hyderabad to Jodhpore to broad gauge and to the construction of a broad gauge continuation brought the Aravalli Hills in the neighbourhood of Beawar or Ajmere eastward to Gungapur (or thereabouts) on the Nagda Muttra Chord of the B B and C I Railway it is possible that both capital cost and estimated traffic will prove attractive and that with the aid of some of the necessary capital from the resources of the leading Rajputana States this southern portion of our Great North Central Railway can be commenced at an early date.

Is this not a matter like the Sukkur Barrage Financial Proposition for a Special Committee of the Leading Men of Sind to attempt to solve?

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CHAPTER X

Karachi's Needs

We commenced this Section of Karachi's Handbook by a brief review of the local events of last year from the doings (or absence of doings) of the Karachi Municipality and other bodies to the departure from Karachi on 17th March 1922 of H R H The Prince of Wales and including a detailed consideration of Karachi's trade in 1921-22 which was poor and unsatisfactory in the extreme. We then went on to examine the trade of India as a whole and by a comparison of the figures of 1921-22 with those of the pre war year 1913-14 we were able to produce the proof that not only Karachi but all India had passed through much the same experience. We then asked the question Can Tariffs increase India's Trade? and in reply gave a very guarded affirmative at the same time uttering a warning to all over enthusiastic Tariff Reformers not to place too much reliance on a policy of Protection even if the Tariff Commission now sitting should recommend such a policy. Individual energy and ability are more important than Tariffs.

Looking further afield for the source of India's commercial and financial troubles we reproduced Professor Keynes' explanation of the International Values of Paper Money and his proposals for Stabilising the European Exchanges. We next reviewed very briefly the proceedings of the great Conference at Genoa in May 1922. Finding but little satisfaction in the work accomplished at Genoa or little probability of an early restoration of the productive powers of Continental Europe we returned to India with a feeling that India must now fend more strenuously than ever for herself and not wait for the recovery of Europe. India must first of all put its finances in order be the pain what it may at the same time discovering and developing new markets for its surplus products. In this last vitally important work *Karachi must contribute her full share of the enterprise*. Coming nearer home we referred to the Chief Irrigation and Railway developments that ought to be carried out as soon as possible in the Karachi hinterland and suggested that Sind and its Capital should, through its best men, now take united practical action and not sit quietly

waiting for the next movement on the part of the Bombay Government already financially overburdened. We now come to the more pressing needs of Karachi City itself. First and foremost we place

An Increased Fresh Water Supply Over nine years ago the Municipality's Chief Engineer Mr. Measham Lea reported that in his opinion there was ample water in the Malir Valley to supply Karachi's yearly growing needs. Subsequent investigators confirmed this opinion. Latterly a close study of the underground water levels and water flow near and above the village of Malir satisfied the Municipality that the volume of good water flowing to waste under the soil of the Malir Valley was sufficient to give to Karachi all that the City and Port were likely to require for a great many years to come. The difficulty of the Karachi Municipality was to convince the Government of Bombay (in the Public Works Department) of the soundness and accuracy of the Chief Engineer's conclusions.

However the Public Works Department after many experimental borings in 1920 having satisfied themselves that adequate water is actually available at Malir informed the Karachi Municipality accordingly and the Municipality responded to the Governor's appeal of 22nd March 1921 by passing on the 20th April the following important Resolution — (a) The scheme for an additional conduit from Malir to Karachi and wells and pumping plant at Dumlotte as described in the report of the Chief Officer and Chief Engineer (Mr. Measham Lea) be carried out, (b) That application be made to Government for permission to raise a loan of Rs 36½ lakhs for carrying the above works, (c) That Messrs J Taylor & Sons Westminster be appointed to act as Consulting Engineers in connection with the portion of the scheme comprised in the wells and pumping machinery at Dumlotte and to act as agents for the supply of the required plant, (d) Pending receipt of the sanction from the Government to raise a Loan the works to be financed from the balance of the Reserve Fund.

After wasting over a year in fruitless discussions the Municipality under the energetic and stimulating leadership of its new President, Mr. Jamshed N. R. Mehta has at last tackled the problem in real earnest. At a Special General Meeting held on the 7th June 1922 the President surveying the situation said that they were face to face with a very serious problem. They now ordinarily depended for their water supply on wells Nos. 3, 4 and 5 but the level had gone down in the first two wells with the result that they were drawing now only from well No. 5 and he shuddered to think what would be the fate of Karachi if that well also failed them. They should therefore hurry on with the proposed new water works and insure themselves against any water famine. The last Corporation, he

said had sanctioned the new scheme and approached the Government for permission to raise a loan of Rs 36 lakhs. The Government would very soon sanction that loan but they would in the meanwhile proceed with the works by drawing from their Reserve Fund.

The Chief Officer replying to a few preliminary questions said that the Municipality had recently set up a new air compressor and two ejectors and he thought these would be sufficient to deal for some time to come with any increased sullage due to a greater consumption of water. Even if they did not they only needed to put in two more ejectors as the rising main was of quite a sufficient capacity to deal with 50 per cent more of sewage. As for the old conduit he said that the gradient at one section was 1ft 5in per mile but over the rest of the conduit it was only 8in. Where the gradient was steep it could carry down about 80 lakh gallons but on the whole, it brought only 57 lakh gallons which was perhaps the maximum supply they could obtain.

After discussion the Corporation finally agreed to the proposition of Mr Durgdas B. Advani which was passed unanimously. It ran as follows:

In view of the urgent necessity for dealing with the question of water supply for Karachi this Corporation resolves —

- (a) That the construction of the proposed new conduit and one additional well at Dumlotte should be proceeded with without delay.
- (b) That at the same time arrangements should be made to improve or add to the pumping machinery for the wells at Dumlotte with the object of providing against break downs and getting an assured supply when required.
- (c) That side by side with the above the distribution and the drainage system should be improved so as to deal effectively with the increased supplies of water that will become available.
- (d) That the Chief Officer and Chief Engineer be requested to submit at the earliest possible date detailed plans and estimates for (b) and (c).
- (e) That these changes in the distribution and drainage system be so carried out as to fit in with any further improvements that may be necessitated by a high pressure water supply for which also the Chief Officer and Chief Engineer is requested to submit detailed plans and estimates together with any other new works such as additional galleries of wells at Dumlotte with the object of providing for the requirements of Karachi for some time to come.

(f) That the Government be expedited to sanction the loan of Rs. 36 lakhs already applied for (nearly a year ago we may add —Ed A.H.)

The Modification of the Cantonment Area I am convinced said Mr Crouch in an Address to the British Empire League Karachi Branch on the 31st March 1908 if the (military) obstructions now existing to the City's natural development were removed Karachi would have some chance of realizing the glorious future which has so long been promised her. Here is Mr Crouch's scheme (thirteen years ago) —

MR. CROUCH'S TOWN IMPROVEMENT SCHEME

Let the Artillery parade ground the whole of Native Infantry Lines and Native Infantry parade ground the Mule lines and the whole of the area to the north of the Bunder Road be thrown open to the use of the town. Let the River Road be extended as far as the Banva's Crossing near the New Jail. The road must be a fine broad one equal to that portion near the Jaffer Fudoo Dispensary. The whole of the frontage along this road should be divided up into plots of about 4,000 square yards and be leased out for villas for wealthy Seths. The River Road would in fact be the Malabar Hill of Karachi. The Bunder Road would be extended meeting the Mangro Pir Road and eventually joining the River Road and the Tramway would of course be also similarly extended. The Lawrence Road would also be extended up to the same meeting point and considerably widened and the Tramway would also go with the road. At the meeting point of the three roads there would be a large open space planted with trees and provided with seats whither the townspeople would walk and drive in the evening. The area between the Bunder Road and the River would be mapped out in building plots and roads. I anticipate that the demand for frontage plots would be very great. The ground all along the Lyari is 20 to 40 feet higher than the City and the air is far drier and healthier. In view of the appalling climate of Upper Sind and the Punjab during the hot weather it is no exaggeration to say that the demand for convenient villas in Karachi on healthy sites might be unlimited. I anticipate that in a very short time one or two of the wealthier castes would migrate to this quarter in a body their richer members buying frontage plots and the less wealthy back plots in the immediate neighbourhood. They would probably also purchase a central plot in which to erect a building for caste meetings marriages etc. The richer would drive into the city along the River Road. The poorer would go by tram or walk. There would be no hardship in walking along a fine open broad road with a good foot path. It is reserved for playgrounds temples and mosques. I anticipate that the Native City will gradually meet the fate of the City

of London and become a purely business quarter. If the increase of population render it necessary bridges must be built across the Lyari and a new suburb built there.

The Sadar Bazar would extend in the direction of the Depot Lines and the Native Infantry Lines. I anticipate that the demand for shops will greatly increase and that it will be necessary to decide whether they shall follow the example of Messrs. Whiteaway and Laidlaw and work up towards the European quarter in Civil Lines or go down towards the Municipal Gardens or extend to Victoria Road. Unless some control be exercised the retail business quarter will become a most inconvenient place in which to do shopping.

This scheme has been repeatedly pressed on the attention of the Bombay Government the last reference to it being made in the Address of Welcome to the Governor of Bombay on the 23rd March 1921 by the Karachi Chamber of Commerce. Sir George Lloyd replied as follows — 'As to the re-arrangement of the Cantonment area to the north east of Karachi, the committee which was constituted to consider this question has submitted a scheme which provides for the surrender of the entire area to the north of a line drawn roughly from the end of Inverarity Road to the Currie and Temple reservoirs in exchange for a block of land lying between the extension of this line and the Railway. These proposals have been submitted to Army Head Quarters and it is now proposed to appoint a mixed committee to consider terms upon which the proposed exchange should take place. When the transfer of this area has been completed it is proposed that its disposal shall be retained in the hands of Government, although it will of course be considered whether means should not be devised by which due weight will be given to the opinion of the Municipality in the matter. Karachi is still waiting for this scheme to be carried out.'

The Quicker Utilization of Undeveloped Municipal Lands comes next in order among Karachi's most urgent wants. This want is thus expressed by the Karachi Chamber of Commerce on the 23rd March 1921 — "Better arrangements for opening up of the many square miles of Municipal Lands that have been lying undeveloped untouched and withheld from the public by the Municipality for many decades are essential." The Municipality are now making efforts to remedy this state of affairs—*Vide* pages C.8 to C.12.

More Houses for Rich and Poor The following extracts from an Address presented by the Karachi Union of Co-operative Societies to the Governor of Bombay on the 22nd March 1921 speak for themselves —

The chief difficulty is that the price of land has risen to such an unparalleled extent that building sites cannot be procured by persons of limited means for building houses in spite of the existence of vast area of undeveloped land in and around the growing town. As a consequence the available housing accommodation is very much short of the demand over crowding and congestion is rife particularly in the city proper and rents are very high specially in the case of new buildings which are practically not subject to the operation of the Rent Acts.

Representative citizens have prevailed upon the members of their respective communities to associate in forming Co-operative Housing Societies with the object of dealing with the problem. The Municipality have earmarked three extensive areas of land indicated in the plan which will presently be laid before your Excellency for the use of the societies. The Municipality are offering these areas on certain conditions the main features of which are as follows —

(i) that instead of paying the capital value of the land the societies may pay a yearly rent representing 5 per cent interest on the value of the site to be held on restricted tenure

(ii) that the societies and the members will not be permitted to charge rents higher than the equivalent of 5½ per cent interest on capital expenditure

(iii) that the buildings erected on the land will not be re-sold except to members of the society concerned and for a price not exceeding the capital cost

Your Excellency will thus observe that by the acceptance of these conditions the special features of the Housing Societies in Karachi are—

(1) the entire elimination of the speculative element in houses and lands

(2) the provision of facilities to persons of moderate means to become householders

(3) the provision of houses on cheap rents for the tenant class

We would first ask that the draft rules framed by the Municipality and submitted by the Commissioner in Sind to your Excellency's Government may be sanctioned at the earliest possible date

Next the speedy success of the operations of the societies depends on prompt financial co-operation being forthcoming from the State. Your Excellency has already made provision for the grant of long term loans

on easy rates of interest to Housing Societies in this Presidency and in consideration of the special needs and the features of the Karachi societies we ask that at least five lakhs of rupees be earmarked for a long term loan on easy rates of interest to the Guaranteeing Co-operative Union of Karachi during the coming financial year

More Appropriate Forms of Education (specially for towns folk) are badly wanted in Karachi forms more nearly adapted to the practical needs of every day life in a rapidly growing city and port than the over literary and general knowledge type of scholastic training that is so popular amongst teachers with little or no knowledge of life outside the schoolroom and the orthodox teachers profession. Concurrently with the three Rs boys and girls in cities need to be trained to adapt themselves to their surroundings to make the most of what lies near at hand to understand that sound physical health energy and persistence are perhaps the most important assets in life to appreciate the meaning of thoroughness in all they do to shun waste as they would the devil and to elevate THRIFT to the rank of one of the most admirable and useful qualities that any man or woman can possibly possess—admirable and useful not only for the individual but also for the nation and for the race. For without thrift and saving on a wide spread and extensive scale humanity cannot progress one step beyond the level at which we find it to day

All this means a new type of education—one in which elementary knowledge of the three Rs is combined with some elementary knowledge of personal health of general sanitation and of technical skill with the hands as much as with the head (Can every boy and girl in Karachi swim? If not why not? The creeks the harbour and the sea shores of Clifton and Manora afford every possible opportunity) The quantity of water wasted daily in Karachi through ignorance is deplorable in the extreme. The waste of many other goods is similarly sad. But the waste of time and energy observable in every street and in most houses and shops especially among those classes who have some smattering of so-called education is positively heartrending. Karachi badly wants some practical patriotism to reform most of its educational institutions

For the formation of character for the cultivation of useful habits and for the acquisition of really valuable knowledge the scheme of training designed by the Baden Powell BOY SCOUTS and GIRL GUIDES Associations is worth more than most of the other schemes of education in operation in Karachi all put together. Let every Karachi boy and girl become either a Boy Scout or a Girl Guide!

Co-operation for the Country—Side The following extracts from the Sind Co-operative Societies Address to the Governor of Bombay on the 21st March 1921 will repay perusal —“The history of Co-operation in Sind, dates from the year 1907. In the beginning there was no special officer for the purpose, the work being carried on by the Superintendent of Land Records in addition to his own duties. He of course tried his best, but owing to the peculiar conditions of the Province, the progress could not be substantial only 63 societies with a capital of one lakh and a half having been formed from the year 1907 to 31st March 1918. Since April 1918, when the Government at the request of the Muhammadan Association of Sind created a post of Assistant Registrar for Sind and appointed K. S. Azimkhan to it, the progress of Co-operation has been phenomenal. There are now 301 Co-operative Societies in Sind, of which 275 are Agricultural Credit concerns while the remaining are divided among the following classes —

Central Banks	3
Housing Societies	3
Seed Societies	3
Stores	2
Urban Societies	9
Guaranteeing Unions	3
Weavers' Societies	3

The exact figure of working Capital for this year is not yet available but roughly it will be between 6 and 7 lakhs.”

The Sind Co-operative Societies then asked for a loan of five lakhs of rupees from Government repayable in ten annual instalments; also for more schools to be opened in all places where Co-operative Societies exist or are under contemplation. To this request for financial assistance, H. E. Sir George Lloyd replied —“I notice that you mention two separate purposes for which these advances might be utilized—land improvement and debt redemption—and I would remind you that for the former purpose it has not up to now been the practice of Government to finance societies except to a small extent, I am afraid too, that it will be impossible now to increase that extent in view of the very serious financial stringency. However, I can promise you that the suggestion is being kept prominently in view and that I will do all I can towards meeting it when funds permit.”

In regard to your suggestion of Government loans for debt redemption the principle embodied in it is an entirely new one, which has not yet

been considered by Government so that I cannot as yet make any definite statement on the point beyond assuring you that I will have the matter investigated

Government fully realize also how much the Co-operative movement is hampered by illiteracy and have under consideration various reports and suggestions in this connection and I hope it will be possible to improve results substantially

Improved Means of Communication Include better and more roads better and more railways better and more sea services and the establishment of regular air services either by aeroplane or air ship preferably by both

NEW ROADS OUT OF KARACHI

To H E Sir George Lloyd must be given the credit of infusing the breath of life to quote from the Chief Engineer in Sind (late Mr R J Kent) into Karachi's road schemes Since the first visit of His Excellency to Karachi in January 1919 the following programme of road construction has been carried to completion

(1) Karachi—Malir Road (from New Jail)	9 miles
(2) Karachi—Digh Road (from European Cemetery)	5
(3) Karachi—Hab River Road (via Shershah)	11
(4) Karachi—Schwan Rd via New Jail (first section)	3
(5) Karachi—Maurypur Road	4½

Total 32½ miles

H E Sir George Lloyd when opening the Hab River Road described the above programme as the very beginning and not the end of our road policy and I have every hope that my Government will be able to show you that we are going to proceed with the same speed in the next two or three years No more new roads however, have since been built owing to the financial stringency

MORE RAILWAYS TO KARACHI

One of Karachi's urgent railway wants found expression in a Resolution put forward by the representative of the Karachi Chamber of Commerce at the Conference of the Associated Chambers of Commerce of Ind,

and Ceylon in Calcutta on the 24 5th January 1921 The Resolution which was passed by the whole Conference *nem con* ran as follows —

As the provision of a direct trunk line of railway communication between Calcutta and Karachi and serving north central India as well as Rajputana and the United Provinces would be very greatly to the benefit of all localities concerned this Conference urges the Government of India to proceed as soon as possible with the Cawnpore Gungapur Beawar Jodhpore Hyderabad Karachi broad gauge Railway Project construction of a part of which has recently been suspended by order of the Railway Board

The above trunk line has already received the preliminary approval of the Railway Board The route between Cawnpore and Gungapur may possibly be taken *via* Gwalior (See also Chapter IX of this Section)

The other railway which Karachi expects to see sanctioned very shortly is an extension of the Jodhpore Bikaner metre gauge system from Bikaner *via* Ratangarh and Loharu or Surajgarh into Delhi on the one hand and from Bikaner *via* Jaisalmer to Sind probably to Mirpurkhas on the other This line should prove very valuable in transporting the surplus products of the tracts in Northern Bikaner Territory shortly to be irrigated from the river Sutlej to Karachi for disposal overseas

THE KARACHI CALAIS RAILWAY

A great trunk line from Karachi to the Westward to Gwetter Bay and thence *via* Bam and Kerman to Tehran Resht and Baku where it would link up with the southern Russia lines to Warsaw and on *via* Berlin to Flushing was contemplated before the War by a group of British French and Russian financiers The project now appears to have been abandoned temporarily at any rate In the meantime the Government of India have extended the N W Ry westward from Quetta *via* Nushki across the plains of northern Baluchistan to Duzdap on the frontiers of Eastern Persia whence it is an easy journey by camel or motor car to Meshed *via* Brijand A certain traffic by this line has already arisen and this traffic with India is likely to increase so long as Bolshevik theories and practices play havoc with Central Asia's means of communication with Europe *via* Russia

BETTER SEA SERVICES FOR KARACHI

With the exception of the steamers of the Lloyd Triestino S A Co no regular liners are at present coming to Karachi direct from Europe or

from the United Kingdom and so Karachi is depending for the time being on steamships that sail *via* Bombay—chiefly vessels of the Ellerman City and Hall. The B I S N Co maintain a very frequent and efficient service of coasting steamers plying between Karachi and the Persian Gulf to the westward and Karachi and Cutch ports Bombay and the rest of India to the eastward also occasional direct boats to and from London (with cargo from Antwerp etc.) What Karachi now requires is regular steamer services (1) Direct from the United Kingdom (such as the 'Hall' Line maintained from 1890 till 1900 when a shortsighted Government succumbing to clamour from Bengal coast interests ceased to import British coal for the N W (State) Railway) (2) Direct from the Continent of Europe (why should not the Messageries Maritimes be encouraged to run a monthly service from Marseilles to Karachi etc. in conjunction with the Lloyd Triestino from Venice thus giving to Karachi a fortnightly service from Europe?) (3) Direct from North America *via* Gibraltar and the Suez Canal (the Ellerman Bucknall Line already send an occasional direct steamer to Karachi in this way) (4) Direct from South Africa (perhaps *via* Mauritius and East Africa) whence Karachi would often gladly import coal sugar and other commodities and (5) Direct from the Far East (possibly even from the Pacific Coast of North America—Vancouver Seattle San Francisco etc.) with whom India (including Karachi) transacts more business than is widely realized.

With such regular services *inwards* the development of import business *via* Karachi would be greatly facilitated and stimulated. An increasing passenger traffic would also find the Karachi route the shortest and quickest for most places in northern India. The P & O mail services outwards for Bombay will inevitably call first at Karachi before long and this change of route will do much to give Karachi its due having regard to its geographical situation—*vide* frontispiece of Section A of this *Handbook*.

Steamer services *outwards* from Karachi will improve as steamer services inward multiply in volume and frequency. The surplus wheat seeds grain flour cotton and wool of Northern India will find their markets in Europe and the Far East and the necessary steamers will quickly be forthcoming as the demand therefore increases.

The Karachi Port Trust can do much to assist in the development of Karachi's improved sea services by (a) completing its West Wharfage as soon as possible (b) building a dry dock for the repair of steamers (c) improving and extending the wharf facilities for Indian Coasting Craft and (d) providing accommodation for building overhauling and repairing Indian Coasting Craft of all sizes and descriptions.

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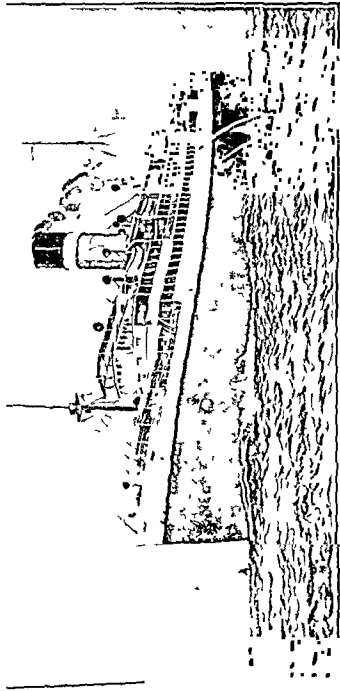
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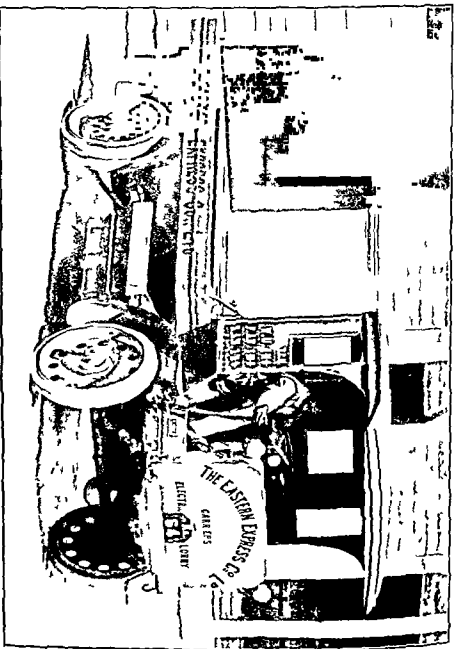
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SECTION D

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HIS EXCELLENCY THE RIGHT HONOURABLE SIR RUFUS DANIEL
ISAACS, PC (1859-1936) KCMG KCSI GARTER OF BRITAIN
VICTORIAN AND GOVERNOR GENERAL OF INDIA

CHAPTER I

THE GOVERNMENT OF INDIA.

Viceroy and Governor-General of India.

His Excellency The Right Honourable SIR RUFUS DANIEL ISAACS PC GBC GCSI GCH KVO EARL OF READING, (arrived in India and assumed office on the 2nd April 1921)

Lord Reading was born in London on the 10th October 1860. He is the second son of the late Mr. Joseph M. Isaacs, merchant of the City of London. He married in 1887 the third daughter of the late Mr. Albert Cohen who bore him one son—the Hon. Gerald Rufus Isaacs. Lord Reading was educated in London, Brussels and Hanover. He became a Benchet of Middle Temple in 1904. Solicitor General in 1910. Attorney General 1910 and Lord Chief Justice of England in 1913. From 1904 to 1913 he was Liberal Member of Parliament for Reading.

In the *Times* of 23rd March 1921, *Mail Edition*, a *Sound bit of Politics* gives the following sketch of Lord Reading. Rufus Isaacs was 27 before he found his way to the law. A rebel at school he presently ran away to sea in the *Blair Athol* where both romance and indiscipline caught it very badly, and then an office stool in his father's business and stock broking in turn engaged his romantic attention.

To some the spectacle of a man winning reputation and high place in the profession of law and historical fame in other directions is in the nature of an annoying paradox. But there are some minds which cannot be bound even by a profession so exacting and jealous as the law and Lord Reading is one of them. Napoleon was a great winner of battles but he was a statesman with an interest in military affairs rather than a soldier in the narrow professional sense. Similarly Lord Reading was a great winner of battles in the Courts but not a lawyer contained and bounded by his profession. The great things in his life are not his conduct of celebrated cases in the Courts but his advice on finance at the beginning of the war, his embassies to the United States and (one adds it confidently though it is still in the future) his tenure of the Vicerealty of India.

A GREAT INTELLECTUAL

It is usual to attribute both his success in commercial cases at the Bar and his mastery of finance to his experience before he went to the Bar but this after all was too short to have given him much more than a nodding acquaintance with some of its technicalities. It is one of the foibles of business men that they never attribute any knowledge or command of their affairs by an outsider to the pure qualities of mind but always to the wrinkles of practical experience and attention has been concentrated on the few years in which Lord Reading was engaged not over successfully in business to the neglect of certain commanding qualities of mind which have given him distinction. He is in fact one of the great intellectuals of our time—none the less an intellectual because his mind has had its exercise not in books but in affairs.

Every successful lawyer has in a greater or less degree the gift of singling out the essential fact or idea from a mass of details and the power of concentrating on that. Lord Reading has in addition the gift of generalization which has always been one of the distinctive gifts of the Jewish race, enabling him to reduce great masses of fact to order and discipline the same racial instinct for a big simple idea and immense logical courage. These are formidable gifts and when they are combined (as they are in his case) with the patience which notoriously is not characteristic of the Jewish race, with humility in the acquisition of knowledge, and with a singular simplicity and charm of manner, quite irresistible gifts.

SUPREME COURAGE

It is not generally known that the financial policy that saved the country from economic breakdown at the beginning of the war was Lord Reading's. It was not that he alone had the knowledge which others lacked but that he alone had the courage to insist that his intellectual conviction of what was necessary to prevent a financial crash should be expressed in action. Of all the acts of courage done in the war the arranging

ment by which the State after the moratorium had been proclaimed agreed to ensure the payment of bills of exchange was perhaps the most remarkable. The liability ran into hundreds of millions; the actual loss was a few thousands at most. This was Lord Reading's doing and as a supreme example of intellectual courage it is sufficient in itself to ensure him a niche in the fame of the war. At the Bar when Lord Reading was convinced that a client was wrong he would advise a settlement with the same confidence whether the amount at stake were a few shillings or hundreds of thousands of pounds. Here was an example of the same splendid courage writ large in national history.

In purely party politics Lord Reading was a child and he was not successful in the House. It was almost pathetic to contrast the innocence with which he would note up the briefs of party prejudice and controversy and the mastery with which he would handle specific problems of affairs whether in his legal or his political work. He was always a genuine and sincere Liberal and his best speeches were those made on some simple general principle of politics not those in which he was speaking from a party brief. But though he was a comparative failure on the political platform in private conference his faculty for plucking the heart out of a subject his suavity and his unruffled coolness made him invaluable. It was these gifts to which his missions to America owed their great success. No one did more for Anglo-American friendship in the war and no one has developed more effectively the old theme of the common law which they share as a bond of union between the two countries. The Bible and Blackstone—on this rock shall they build who work for a living projects of friendship between England and America.

LAW AND LIBERTY

This vision in finance and diplomatic skill in adjusting the details of financial and commercial co-operation takes us far from the ordinary ideas of the lawyer. The next step in Lord Reading's career the Vice-royalty of India takes us further away still. But this conception of law as a science which dries up the marrow and of its practice as the fashioning of thorny verbal bouquets is after all mere vulgar prejudice. There is a type of lawyer for whom law is a science and its practice like a musty monastic penance. But there is another type to whom it is an instrument of political liberty as it was to Coke and the great common lawyers of Stuart days a mould into which our glowing aspirations are run to cool and harden. To this second type Lord Reading belongs and his distinction is a refutation of the common fallacy that a man cannot have both a legal and a practical constructive mind.

It is odd that though England which owes so much of its liberties to lawyers should be in danger of forgetting the debt India should have fallen

in love with the prospect of a Lawyer Viceroy Doubtless with the vast majority of the Indians who have hailed his appointment the justice that is in his title is his chief attraction for the man himself and his qualities are unknown to them But some there are who know the great part that the common law has played in English history in curbing the tyranny of the Executive and Lord Reading as several of his speeches have shown goes out to India with a passionate faith in law as the great weapon of constitutional progress It is a great experiment this mission of Lord Reading's to the East and none the less romantic because its ideals are clothed in the quiet sober garments of law If it succeeds—and the omens are favourable—we may break down part of that barrier which separates the law and the Executive and a new class of administrators may arise whose experience has been gained in the hard school of the law The convention which prescribes a judicial cloister as the sanctified close of a life of legal success appeals to some minds but not to all and Lord Reading has done much to break it down

PERSONAL STAFF OF THE GOVERNOR GENERAL

Private Secretary—Sir Geoffrey de Montmorency K C V O C I E C B F I C S *1st Private Secretary*—Mr C L Corfield M C I C S *Military Secretary*—Lieut Colonel C Kennedy Craufurd Stuart C V O C B R D S O 1st Bn 127th (O M O) Baluch Light Infantry *Surgeon*—Lieut Colonel T J Carey Evans M C F R C S I M S *Comptroller of the Household*—Major W W Muir M V O O B E 1st Bn 15th Ludhiana Sikhs *Aides de Camp*—Capt R T Lawrence M C 10th Lancers Capt C M W Noel Hill The Rifle Brigade Capt G G Mears M C 28th Pack Battery R A Capt H G Gregory Smith The Black Watch Capt R Burton Coldstream Guards *Indian Aides de Camp*—Subadar Major Dalpat Singh Bahadur I O M 16th Royal Jat Light Infantry Subadar Major (Honorary Lieut) Gulab Shah Bahadur O R R 1st Bn 127th (Queen Mary's Own) Baluch Light Infantry *Honorary Aides de Camp*—Lieut Col (Honorary Colonel late Indian Volunteers) W T Wright V D Punjab Rifles Lieut Col T F Gavin Jones late 7th United Provinces Horse Lieut Col G E Llewellyn V D Bihar Light Horse Lieut Col P R Cadell C S I C I E V D I C S late 15th Bombay Bn Lieut Col R St J Hickman V D Surma Valley Light Horse Lieut Col J Donald C I E I C S Calcutta Bn Auxiliary Force India Capt R J Herdum C M R D S O Royal Indian Marine Lieut Col S S G Tulloch V D The Bengal Nagpur Railway Regiment Auxiliary Force India Lieut Col W M Le C Egerton D S O The Rangoon Battalion Auxiliary Force India Colonel A H Morin D S O, V D, Southern Provinces Mounted Rifles Auxiliary Force India

Nawab Osman Yar ud Dowla Bahadur Major and Commander of His
 Exalted Highness the Nizam's Regular Forces B. Chamraj Urs Sardar
 Bahadur Lieut Col and Chief Commandant Mysore State Forces
 Risaldar Major Jafar Husain H. E. the Governor General's Body Guard
 Sardar Pooran Singh Sardar Bahadur C. I. E. Major General in the Kapur
 thala State Forces Lieut Mehr Mohamed Khan Bahadur C. I. E. O. B. E.
 Major General in the Malir Kotla State Forces Risaldar Major (Hony
 Captain) Abdul Aziz Sardar Bahadur late 5th Cavalry Subadar Major
 (Hony Captain) Madho Singh Rana Sardar Bahadur late 4th Gurkha
 Rifles Risaldar Major (Hony Captain) Abdul Karim Khan Sardar Ba
 hadur late Governor General's Body Guard Subadar Major (Hony
 Captain) Mit Singh I. O. M. Sardar Bahadur late 53rd Sikhs Risaldar
 Major Karm Singh Bahadur late 13th Lancers Risaldar Major (Hony
 Captain) Muzi ud din Khan C. I. E. I. D. S. M. Sardar Bahadur late 31st
 (D. C. O.) Lancers *Hony Surgeons* —Lieut Col A. E. J. Lister M. B.
 F. R. C. S. I. M. S. Lieut Col B. R. Clatterton M. D. F. R. C. S. I. M. S.
 Lieut Col R. McCarrison M. D. F. R. C. I. I. M. S. Colonel C. W. Proffit
 C. S. I. C. M. G. D. S. O. M. B. (late R. A. M. C.) Lieut Col H. P. W. Barrow
 C. M. G. D. S. O. O. B. E. R. A. M. C. Brevet Colonel W. R. Blackwell C. M. C.
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 Colonel C. H. Boyle I. V. a. n. s. C. M. C. C. P. R. M. B. I. M. S.

Hony Asstt Surgeons Rai Bahadur Baij Nath Vyas (United Pro
 vinces) Khan Bahadur Erichji S. enarji Bhargua L. M. & S. (Bombay)
 Diwan Bahadur Trichinopoly Kamaswami Lakshmanapurmal Pillai
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- 8 The Hon Mr Vaman Govind Kale Fergusson College Poona City
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 E H Brandon Assistant Secretary
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 (on Special Duty in the Foreign and Political Deptt)
 R J Watson Inspector of Office Procedure under the Govt of India

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HIS EXCELLENCY SIR GEORGE AMBROSE LLOYD, G.C.I.E., D.S.O.
GOVERNOR AND PRESIDENT IN COUNCIL, BOMBAY

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GOVERNMENT OF BOMBAY.

GOVERNOR AND PRESIDENT IN COUNCIL

His Excellency SIR GEORGE AMBROSIO HLOYD GCIE DSO.
 took his seat on 17th December 1918

When early in October 1918 it was announced in London that Captain George Lloyd DSO MC was to be the next Governor of Bombay considerable astonishment was expressed by the *Westminster Gazette* that 'a private member from the back benches of the House of Commons should be suddenly thrust into the most delicate position in the Indian Government'. If the writer of that comment had had any personal knowledge of Captain Lloyd (which obviously was not the case) the selection of this many-sided and exceptional by-words man of action—always a keen student of Eastern affairs and one whose personal knowledge was backed by personal acquaintance of many Eastern countries—would have caused him no surprise. Even if the *Westminster Gazette* had refreshed its memory by a reference to Hunsard it would have learnt something regarding Captain Lloyd's Parliamentary activities that might have opened its eyes. It would have discovered that Captain Lloyd strongly supported Mr Chamberlain in 1917 in his refusal to raise the Cotton Excise duties in India in the interests of India. It would also have learnt that as

far from throwing cold water on the Montagu Chelmsford Reform Scheme as suggested by it Captain George Lloyd gave the Scheme support by urging further investigations the education of public opinion in England on the issues involved and the earliest possible prosecution of the project

Some people possibly thought that the *Saturday Review* went to the opposite extreme when it declared that no better appointment has been made by the present Government and that Captain Lloyd was just the sort of Governor that was wanted in India though he could ill be spared from the House of Commons A writer in the *Daily Mail* probably voiced the general belief of well informed people in London when he said that Captain Lloyd was the right man for Western India in a critical time like the present Captain Lloyd's earnest activities and stimulating influence upon certain of Britain's political leaders in the dark days of August 1914 were matters not to be forgotten moreover Captain Lloyd knew the

Courts and Chancelleries the meeting places and camps of Europe Parliament, Society the wild places of the Earth and the Peoples of the East Further Captain Lloyd was equally at home on the political platform or amidst the industries of the Old World though his natural bent was executive and administrative To those opinions may be added a comment by the London correspondent of the *Times of India* who recalled the fact that it was a striking evidence of Captain Lloyd's great promise in youth that Lord Roberts held him in high esteem and that he was a frequent visitor to the late Field Marshal's home at Ascott Lord Roberts by the way lived long enough to be the godfather of Captain Lloyd's only child—David now a boy of nearly nine

Sir George Lloyd who was born in 1879 is the son of Mr S S Lloyd of Warwick and grandson of Mr S Lloyd late M P for the Rugby Division of Warwick He was educated first at Eton and Cambridge and then by extensive travel in Morocco Turkey Egypt Asia Minor Arabia India Burma Little Thibet Mesopotamia He was an Hon Attaché to H M Embassy at Constantinople Mr Lloyd acted as Special Commissioner for H M's Government to inquire into and report upon the possibilities of British trade in Turkey Mesopotamia and the Persian Gulf—from 1908 onwards In 1911 he married the Hon Blanche Lascelles daughter of the Hon Frederick Lascelles and granddaughter of the fourth Earl of Harewood (The Hon Blanche Lascelles was at one time one of Queen Alexandra's Maids of Honour) Captain George Lloyd served during the Great War with the Warwickshire Yeomanry in Egypt Gallipoli Mesopotamia and the Hedjaz where he carried out very important work for the British Government In the cold weather of 1917-18 Captain

Lloyd again visited Mesopotamia on a Special Mission to consider and report on the economic possibilities of Busra and its hinterlands,—north and north-west. He returned to Europe *via* Karachi in the Spring of 1918 and, in the early Autumn was selected to succeed Lord Willingdon as Governor of Bombay.

Arriving in Bombay on the 16th December 1918, Sir George Lloyd was warmly welcomed by the Corporation of Bombay, the Bombay Chamber of Commerce, the Indian Merchants Chamber and Bureau, and other Bodies who pressed upon his notice chiefly (a) the grave rise in prices and rents in India, (b) the terrible insufficiency of housing accommodation in Bombay, and (c) the need of practical sympathy with India's aspirations towards Self-Government. In his replies, His Excellency frankly acknowledged the splendid part played by the peoples of India during the war. Here are some of Sir George Lloyd's striking sentences :—

During the last four years the whole energies of our united Empire have been concentrated upon the task of defeating the designs of Germany and her Allies, and of warding off the menace which has threatened the life of all the peoples of the British Crown. In a few short weeks there has passed before our eyes a kaleidoscope of vast happenings in bewildering but splendid succession. The essential facts that emerge are that our enemies are routed and defeated, that their great Fleet is handed over and interned, that our Armies are across the Rhine and our gallant Allies restored to their lands. In this great task the Princes and peoples of India have poured out blood and treasure for the common cause with a gallantry and a generosity that has not only deeply moved the whole Empire, but which has scored an ineffaceable mark in history.

With regard to high prices and rents His Excellency's reply to the Indian Merchant Chamber was as under.—I am very sorry indeed to hear that high prices caused hardship to the poorer classes of the community and that grave agricultural scarcity tends to aggravate this unfortunate situation. I understand, however, that one source of hardship has been removed by the Rents Act recently passed by my predecessor's Government. The prices of every necessity of life can, however only be checked in the increase to the supplies available. I understand that measures have already been taken to provide facilities for bringing the rice from Burma and grain from other parts of India and I am glad to have the assurance of so prominent and influential a body as yourselves that you will assist whole-heartedly in the bringing in of supplies for the poorer

classes of the people. I am afraid that some depression in trade and industry is an inevitable or temporary result of a long period of war conditions. With the resumption however of the normal activities of civil life I trust that an improvement may be looked for. The victories of war have also opened out large fields in Africa and Mesopotamia for your industry. The great trading communities of Western India have in past years shewn their enterprise and energy in so many parts of Africa and Asia that I am confident that they will not be behind hand in seizing these new opportunities which should bring benefit and wealth both to India and to the countries with whom you trade.

(His Excellency it will be noted made no reference to the large issues of paper currency in India and elsewhere that contributed to the inflation of prices or to the reasons that made such issues necessary in the case of the comparatively prosperous Government of India.)

On the subject of the terrible insufficiency of housing accommodation in Bombay (and we may add) in other great cities in the Presidency Sir George Lloyd uttered some memorable words —

The urgency of the housing question was brought before me before I left England and I can assure you that it is my intention to do all that is in my power to assist in the solution of this long standing difficulty. Each year that passes shows us more and more the pitiable waste both of infant and adult life consequent upon bad housing, bad sanitation and the like. I should like you to feel sure that in all sound measures of social reform you may confidently rely upon my sympathy and assistance.

To the Indian Merchant Chamber Sir George Lloyd spoke words of gold in connection with the Reform Scheme. — Let me say how much India's attitude of order, sympathy and help during the war has been responsible for quickening the desire of the Imperial Parliament soberly but definitely to satisfy India's aspirations for self government in the Empire. Two ingredients are however essential to the carrying out of all great reform schemes. The first is mutual faith, faith on the part of the Government in the goodwill of those who seek reforms accompanied by faith on the part of the people in Government's sincere and real intentions. The other necessary ingredient is the recognition on the parts of concerned that the problem is a really complex one insoluble by mere talk and only to be satisfied by the concentrated operation of all the best brains of the country upon a difficult but splendid problem.

If all those who wish well of India including non-cooperators' and extremists both European and Indian would take these wise words to heart and act up to them all would be well in India.

Within two months of his arrival on Indian soil as Governor of Bombay Sir George Lloyd visited Sind. Early in 1920 His Excellency again came to Karachi whilst in March 1921 he honoured this Province with a third visit. No other Governor of Bombay has shown such practical solicitude for the welfare of Sind and its capital. It is said that immediately on his arrival in Karachi in February 1919 one of our leading citizens bluntly informed His Excellency that so dissatisfied were all communities in Sind with the absence of progress under the existing type of administration and so dissatisfied were Sind's leaders—European and Indian with the continuous neglect of this Province by the Bombay Government that everybody had resolved to press for a severance of Sind from Bombay and its attachment either to the Punjab or to the Government of India under a Chief Commissioner. Sir George Lloyd so the story goes investigated Sind's grievances, admitted that the complaints were justified and promised to remove the source of every grievance within three years failing which Sind might secede from Bombay if it desired. Whether true or not the story is certainly *ben trovato*.

An examination of the Addresses of Welcome presented to Sir George Lloyd in February 1919 by the various public bodies of Karachi rather lends support to the above story for they include an extraordinary list of complaints and grievances whilst the addresses of the Karachi Chamber of Commerce and the Sind Muhammadan Association openly expressed the belief that Sind would probably do better if separated from Bombay! The grievances included (1) the complete absence of roads out of Karachi and in Sind generally (2) the interminable delays in developing Sind's great irrigational possibilities (3) the lack of adequate railway services to Karachi—more particularly from Cawnpore, Agra and Delhi (4) the short periods for which Land Revenue assessments were fixed in Sind and (5) the long continued neglect of Karachi by Government as evidenced by (a) the lack of Government buildings (b) the throttling of the city's expansion by the Military Cantonment area (c) Karachi's insufficient water supply (d) the squeeze for house accommodation in City and suburbs notwithstanding the many square miles of vacant lands on all sides (e) the need for a Municipal Commissioner and an entirely new Municipal Act etc. Both the Karachi Municipality and the Karachi Port Trust complained that Government (chiefly in the Military Department) had freely made use of (and so in a measure worn out) the facilities which those bodies afforded without adequate payment and in some cases without any payment at all. To these complaints and grievances Sir George Lloyd

promised immediate attention and quick remedy wherever possible. His Excellency at once won the confidence of all communities by assuring them of his keen desire to understand their wants and promote their interests. He has replied to the Karachi Port Trust on 8th February 1919 — I desire to show to the people of Sind and to this important town of Karachi the genuine interest I have in their affairs and to tell you that so long as I am Head of Government here I intend to do all in my power to help your City towards business and progress.

Sir George Lloyd is keeping his promise. Roads out of Karachi and elsewhere are beginning to appear. The Sukkur Barrage and High Level Canals Projects have been pushed forward and are now before the Secretary of State. Railway developments are being worked out. Arrangements are in train for re-arranging the Karachi Military Cantonment area for building Government Offices and for providing for more water and for the general expansion of the city. Messrs. Harchandru Vishindis and G. M. Bhurgri correctly express the feeling of all Sindhis when they wrote in the *Daily Gazette* of 29th March 1921: "No Governor of Bombay has ever fulfilled expectations to the same extent as Sir George Lloyd has done in regard to the good of the whole Bombay Presidency in general and Sind in particular or has subordinated all considerations of personal health to the service of the people. This is literally true."

But the service to India, to Great Britain and indeed to the whole Empire which will one day place Sir George Lloyd among the foremost practical patriots and far-seeing statesmen of the day was one of which the world at large at present knows very little. It was performed during the dark days of the first week of August 1914. Germany it will be remembered was clearly about to deliver the blows for which it had been preparing for over thirty years. First France then Russia were to be the victims. Would the British Empire under Mr. Asquith's leadership fly to arms in defence of France or would Great Britain wait and see if France and Russia could successfully withstand Germany's onslaught? On Saturday the 1st August 1914 all was uncertainty. The inner history of what actually occurred in London on that fateful Saturday remains to be written but Mr. L. J. Mayse in the *National Review* for August and September 1918 has given the public some insight as to what happened. It is certain that Captain George Lloyd on that day called upon the Russian Ambassador & son-in-law (Mr. Jasper Ridley) and upon the French Ambassador (M. Paul Cambon) and obtained from them clear confirmation of the rumour that Mr. Asquith's Government had not yet made up its mind to stand by France and Russia in the event of war. Indeed we have it on the authority of Mr. Lloyd George himself that 95 per cent of

the electors of Great Britain were '—in Mr Lloyd George's opinion (which we know now was utterly wrong)—"against embroiling this country in hostilities" Moreover ' powerful City financiers whom it was my duty to interview on this Saturday on the financial situation ended the Conference with an earnest hope that Britain would keep out of it " Happily, Captain George Lloyd perceived very clearly that for Great Britain to abandon its Ally, France at such a critical moment would not only be an eternal dishonour to Great Britain but it would probably involve the overthrow and down fall of the British Empire , for with France defeated and Russia crushed, it would be more than doubtful if the United Kingdom alone, with practically no great army at its disposal, could successfully repel an attack by victorious Germany And so Captain Lloyd made a great effort to save the situation The problem was to give to Mr Asquith sufficient support to enable him to overcome the peace at any price party in his own Cabinet This could only be done by bringing the leaders of the Unionist Party together, and inducing them to support Mr Asquith By aid of telegraph, telephone, and motor car seven important men were brought together late on that momentous Saturday night—the 1st August 1914—Lord Lansdowne, Mr Bonar Law Mr Balfour the Duke of Devonshire, Lord Edmund Talbot General Wilson and Captain George Lloyd What happened at that memorable Conference we are not in a position to say, but next morning (by which time Mr Austen Chamberlain had arrived intown),the following letter was despatched to the Prime Minister

Dear Mr Asquith,

Lord Lansdowne and I feel it our duty to inform you that in our opinion, as well as that of all colleagues whom we have been able to consult it would be fatal to the honour and security of the United Kingdom to hesitate in supporting France and Russia at the present juncture and we offer our unhesitating support to the Government in any measures they may consider necessary for that object

Yours very truly

August, 2 1914

A BONAR LAW

There can be no doubt that this letter was very welcome to Mr Asquith who was able to rely upon a Coalition Government of Unionists and Liberals should his own Liberal colleagues fulfil him And so within the next twenty-four hours, and in spite of Mr Lloyd George's belief that 85 per cent of the people of the United Kingdom were opposed to war Mr Asquith's Government decided that Great Britain (and in effect Ireland and the Oversea Dominions) would assist and support Belgium and

France and Russia—a decision that was received with the utmost satisfaction not only by the people of Britain and the British Empire but by most of the civilized world

The events of the last five and a half years have completely confirmed the wisdom of the action taken by the British Government on the 3rd August 1914 and of the soundness of the conclusion reached at the informal Unionist Conference of the previous night. Whether that Conference would have been held *at that particular moment* without the restless energy and stimulating patriotism of Captain George Lloyd is extremely doubtful. According to the Editor of the *National Review*

George Lloyd was an *essential element of success*. We believe this to be the case and we feel certain that if the inner history of those few hours on that memorable Saturday be authoritatively given to the world the name of Sir George Lloyd will stand forth amongst the leaders of that little group of statesmen patriots who clearly foreseeing the dangers ahead did not hesitate for one minute but immediately took action and so saved not only the Empire but also our Western civilisation from disruption and disorganisation

All who have met Sir George Lloyd and are familiar with his work in the Bombay Presidency recognise in him a Governor of quite exceptional talent and energy whose clear intuition rapid foresight and restless activity will probably achieve more for Sind in his short five years of office than the whole machinery of the Bombay Government has been able to accomplish in the previous fifty years

We cannot better conclude this brief sketch of some of Sir George Lloyd's work than by reproducing the memorable words with which he concluded his reply to the Address of Welcome by the Bombay Corporation on his first landing in India as Governor of the Bombay Presidency on the 16th December 1918 — Gentlemen it is my earnest hope and belief that we have all of us learnt much from the common hardships common sacrifices and common triumphs of the great war. Ideals which may have been thought peculiar to one people or other have been found common to us all. Loyalties of words have been re-sanctified by loyalties in deed. Closer knowledge of each other learnt amid common dangers has cemented our diverse peoples with a new and a stronger bond than ever before

Encouraged by your welcome and inspired by these beliefs it is my intention to try and follow with wisdom and energy the steps of my illustrious predecessors in your great Presidency to deal fairly and straightforwardly with your affairs and I pray that in so doing I may secure the loyal assistance confidence and esteem of those I am called upon to govern

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PERSONAL STAFF OF THE GOVERNOR OF BOMBAY.

Colin Gordon Adam, B A, (Cantab) ICS JR Private Secretary
 Major H G Vaux, CIE MVO Military Secretary
 Lt Col G J Grafton Young IMS Surgeon to H E the Governor
 Capt G S Rawstone MC 2nd Bn Seaforth Highland rs A D C
 Capt J R Aird, MC, Grenadier Guards A D C
 Capt J H Carmichael 1st Bn A & S Highland rs A D C
 Capt R. G. Byron 4th Royal Irish Dragoon Guard Extra A D C
 Capt A H MacEwan OBE Hon'y A D C
 Mr C N Moberley CIE Hon'y A D C
 Mr Stephen Calvocoressi Hon'y A D C
 Meherban Sir P R alias Bhausahab Patwardhar KCIE Chief of Jam
 khandi Hon'y A D C
 Meherban A M K Diller Jang Bahadur Nawab of Savanur Hon'y A D C
 Thakor Saheb B Munsinji of Palitana Hon'y A D C
 Kumar Shri Shrivatsinji of Junnagar Hon'y A D C
 Capt A K MacLwan OBE Hon'y A D C
 Shaikh Abdul Khaliq of Mangrol Hon'y A D C
 Major J Nethersole MC 25th Cavalry (F F) Commandant H E the
 Governor's Body Guard
 Capt Balkrishna Kav Sardar Bahadur 110th Maharatta Light Infantry
 Indian A D C

MEMBERS OF THE BOMBAY LEGISLATIVE COUNCIL

Abdul Kadir Khan Abdul Aziz Khan Mr Mulla C D 832 Gutter
 Street Camp, Poona
 Vacant Muh Rural Karachi District
 Addyman Mr Joe European Bombay City Cadell Kadi Mahim Bombay
 Adhavi Mr Pandurang Narayan non Muh Rural Satara Dist Retired
 Forest Officer Pratapgad, Poona
 Bathwala Dr Shrivats Sorabji non Muh Urb B F A City (North)
 Goolcher Colg PB Sojirli Kadi Bani
 Bedrekar Khan Bahadur Imam B F A Mudar Salu Muh Rural S D
 Bijapur
 Bhate, Mr Gopal Churnaji non Muh Rural Kalyan District Pleader
 Roha District Kolaba

- Bhurgen, Mr Jan Mahomed, Muh Rural, Thar and Parkar Dist, P. O Deogan, Taluka Jamesabad, (Sind).
- Bhutto, Khan Bahadur Shah Nawaz Ghulam Murtza, O B E, Muh Rural, Larkana Dist, Special Magistrate, Port Office Naodero (Sind)
- Bijarani, Khan Sahab Sher Muhammad Khan Karam Khan, Muh Rural, Upper Sind Frontier District, Karampur, Taluka Khandkhot, Upper Sind Frontier District
- Biradar, Sardar Mahaboob Ali Khan Muhammad Akbarkhan, Muh. Rural, S. D., Near Native General Library, Hubli, Southern Division
- Bole, Mr Sitaram Keshav, non Muh Urban, Bombay City (North), Keshavalaya, Portuguese Church Street, Dadar, Bombay
- Bozdar Wadero Khan Sahab Kaiser Khan walad Ghulam Mahomed Kahn Muh Rural, Sukkur District, Zamindar and Hony. Magistrate, Garhi Chakar, Taluka Mirpur Mathelo
- Bullocke, Mr A Greville Com and Ind, Bombay Trades Association, C-o Messrs John Roberts & Co, Ltd, 75, Hornby Road, Bombay
- Ker, Mr J C, I C S, (nominated,) Secretary to Government, General Deptt, Bombay
- Chaugule, Mr Annappa Phadeppa non Muh Rural, Belgaum District, Sheri Galli, Belgaum
- Chikodi, Mr Pandit Rayapa, non Muh Rural, Belgaum District, Thalakwadi, Sheri Galli, Belgaum
- Chitale, Rao Bahadur Ganesh Krishna, non-Muh Rural, Ahmednagar District, Pkader, Ahmednagar
- Clayton, Mr F, Karachi Chamber of Commerce, C-o Karachi Chamber of Commerce, Karachi
- Cooper, Kahn Bahadur Dhanjisha Bomonji, non-Muh Rural, Satara Dist', The Mall, Camp Satara
- Crerar, Mr J, C S I, C I E, I C S (nominated), Secretary to Government, Home Department, Bombay
- Dadachanji, Dr Kavasji Edalji, non Muh Urban, Bombay City (South), 38, Ardeslur Dady Street, Khetwadi, Bombay
- Dalal, Mr Dinshaw Bamanji, non-Muh Rural, Panch Mahals Dist., Rustampura, Taluka Halol, Post Office Rustampura
- Desai, Rao Sahab Harilal Desai bhai, LL B, non Muh Urban, Ahmedabad City, Danapith, Ahmedabad
- Desai, Rao Sahab Dadubhai Purushottamdas, non-Muh Rural, Kara Distt, Desai Vago, Nadiad
- Deshmukhi, Mr. Anandrao Shripatrio, non-Muh Rural, East Khandesh Dist., Chopda, East Khandesh
- Drakhan, Wadero Mahomed Panah walad Ghulam Kadir Khan, Muh Rural, Sukkur District, Zamindar and Hony Magistrate, Drakhan, Taluka Garhi Yasin
- Dubhashe, Mr. Shankar Balkrishna, non muh Rural, Kanara Dist., Land holder, Karwar, Post Karwar
- Dumasi, Mr Nuroji Muckji non-Muh Urban Bombay City (South), Alexandra Road, New Gamdevi, Bombay.

- Dwarkanis Mr Kanji (nominated) Chartered Bank Build no Esplanade Road, Fort Bombay
- Fernandes Major C M D F C P S I M non Muh Urban Bombay City (South) Fernville Grasmere Road Bombay
- Ferreira Mr D J nominated Byrangi Junction Road Bandra
- Gandhi Mr Chunilal Mincklal LL B non Muh Urban Surat City Nanpura Road Surat
- Garud Rao Bahadur Siddharath Dhonddev non Muh Rural West Khandesh District Garud Bag Dhulia West Khandesh
- Ghosh Mr D D nominated Editor Mook Nayak Harharvalla Buildings No 14 Poisarvali Parel Bombay
- Ghosal Mr J C I E I C S nominated Commissioner N D Ahmedabad Sadashiv Peth Poona City
- Gillim Mr S J Com and Indl Bombay Chamber of Com C Co Bombay Co Ltd Walace Street Fort Bombay
- Gibbardis Mr Mangaldas (om and Indl Ahmedabad Millowners Assn Indurwaja Ahmedabad
- Godad Khan Sahib Abdulla Ayaz Muh Rural N D Godhra Panch Mahals District
- Godhole Dewan Bahadur Kashinath Raghunath non Muh Rural Poona District 859 Sadashiv Peth Poona City
- Griffith Mr F C O B I (nominated) Inspector General of Police Poona
- Gulamhusen Mr Sultanah Saleman Muh Rural N D Godhra Panch Mahals District
- Cupte Mr Vasudeo Rajaram LL B non Muh Urban Poona City 364
- Haji Mr Ibrahim Suleman BA B C (Hon) (London) Barrister at Law Muh Urban Bombay City Kumbekar Street above P O No 9 Bombay
- Halkatti Rao Sahib Phakirapp Garubasappa non Muh Rural Bijapur District Pleader Belgium
- Havelisalla Mr Mahomed Hussein Abdulali Barrister at Law Muh Urban Bombay City Cama Building B H Lane Meadows St Fort Bombay
- Hepper Sir Lawley Kt nominated Director of Development Bombay
- Hidayatallah The Hon Khan Bahadur Sheikh Ghulam Hussain LL B Muh Rural Hyderabad District Minister in charge Local Self Government and Sanitation Bombay
- Hulkotti Mr Channappa Channirappa LL B non Muh Rural Dharwar District Pleader Dharwar
- Isran Khan Sahib Ghulam Muhammad Abdulla Khan Muh Rural Larkana District Hon Magistrate and Vice President District Local Board Larkana (Sind)
- Jadhav, Mr B V MA LL B (nominated) Pleader Bhawan Peth, Satara (City)
- Jatoi Khan Sahib Haji Imambakhwala Khan Bahadur Ghulam Rasul Muh Rural Nawabshah District P O Jatoi Taluka Moro Nawabshah
- Juvekar, Mr Dattatraya Govind LL B, non Muh Rural East Khandesh District, Jalgaon, East Khandesh

- Khan Sahib Jatoi, Haji Imambaksh of Nawabshah, representing, Mahomedan Rural, Nawabshah
- Mr. Kassim Goolam Hussein, of Karachi, representing, Mahomedan Urban, Karachi
- Khan Bahadur Laghari Khair Baksh of Sujawal, representing, Mahomedan Rural, Karachi
- Khan Bahadur Lahori Haji Amirali of Larkana, representing, Mahomedan Rural, Larkana
- Mr Jethanand Pritamdas of Hyderabad, representing, Non Mahomedan Eastern Sind
- Mr Ojha, Dipchand T jbandar of Karachi, representing Non-Mahomedan Karachi
- Mr Pahalajani, Bhojising Gurdinomal of Sukkur, representing, Non Mahomedan, Western Sind
- Mr Saved, Nabi Baksh Shah of Badin, representing, Mahomedan Rural, Hyderabad
- Mr Saved Mahomed Kamal Shah of Tando Mahomedkhan, representing Jagirdars
- Mr Sufi Kalandar Baksh, of Sufi Village, representing Mahomedan Rural, Thar and Parkar

ARMY COMMANDS.

The official limits of the Northern and Western Commands are as follows :—

NORTHERN COMMAND.—The N W Frontier Province except Waziristan and the Punjab excluding Delhi

WESTERN COMMAND.—Baluchistan, Waziristan, Sind, the Rajputana Agency, Cutch and Guzerat as far South as the Nerbada River. (See in this connection page C 16)



JEAN LOUIS RIEU, ESQ., O.S.I., I.O.S., J.P.,
COMMISSIONER-IN-SIND

SIND ADMINISTRATION

COMMISSIONER IN SIND

JEAN LOUIS RIEU Esq CSI ICS JP

In Mr J. L. Rieu the Province is happy in having as Commissioner in Sind an Officer who spent the first years of his service in this part of the Presidency. If first impressions count for anything—if first love and last love are in truth synonymous terms then the present Commissioner in Sind assuredly feels for this Province an interest and affection that the discourtesies generated by misguided ill-willed non-cooperators are not likely to damp and that must prove of incalculable benefit to Sind in its great struggle for educational, social and economic advancement—a struggle that present political conditions and an extremely alert and sympathetic Governor of Bombay will assuredly bring to the happiest of terminations before long.

Mr Rieu was born in November 1872. He is the eldest son of the late Doctor Charles Rieu, former Museum and Professor of University College School, London, the Indian Civil Service in From that date till May 1906, he was Lecturer in several districts, Assistant Commissioner in Sind, Deputy Commissioner Thar and Parkar, Collector of Shikarpur, Manager of Sind Encumbered Estates, Collector of Larkana and Collector of Sukkur.

In 1899 Mr Rieu married Ida Augusta, daughter of the late John Edwards, J. I. of Knockribbin Co. Wicklow, Ireland. He has one daughter, Myra, who arrived at Karachi in October 1920. Mrs Rieu passed away on May 1st 1921 and was buried in the Cemetery. Her death came as a sad blow and Karachi lost an energetic, unselfish and untiring worker in a noble cause—the welfare of the people. The Ida Rieu Welfare Association was formed to perpetuate the memory of this sacrificing lady, founded at an inaugural meeting of prominent residents held at Sir Montagu Webb's office in Caxton House in June and launched on July 29th of the same year. (117 p. 1 A 63)

On return from furlough in 1907 Mr Rieu was transferred to the Presidency Proper and served for three years as Collector of Thana. In November 1911 he was appointed Secretary to Government in the General Educational, Ecclesiastical and Marine Departments, holding this office for four years.

In February 1917 on return from leave Mr Rieu came back to Sind as Collector of Karachi. This was for a year only, after which he returned to the Bombay Secretariat as Secretary in the Revenue and Financial Departments. In May 1919 however he once more returned to Karachi as acting Head of the Sind Administration and Member of H. L., the Governor of Bombay's Legislative Council till January 1920. Three months' special duty in the Political Department in connection with the question of the transfer of the Bombay Native States to the Government of India was his last official service in the Presidency Proper and on return from furlough in October 1920 Mr Rieu was appointed Commissioner in Sind.

Mr Rieu's official record of services shows that his name was brought to the notice of Government for services rendered in India in connection with the Great War in 1918. The King's Birthday Honours List of 1920 contained the announcements that Mr Rieu had received the honour of a Companionship of the Most Eminent Order of the Star of India.

Mr Rieu was elected President of the Sind Club in 1919, but resigned this office on his transfer to Bombay in January 1920.

At no time during the last fifty years has the administration of Sind needed greater wisdom and tact. With the granting of the first measure of Self Government the Members from Sind of the Council of State, the Legislative Assembly and the Bombay Legislative Council can if they act in unison do much to carry forward the educational, social and economic development of the Province in the best interests of the people as a whole. In this very admirable and necessary work, the people and their representatives will find the most sympathetic and progressive co-operator in the present Commissioner in Sind—Mr J. L. Rieu, C.S.I., I.C.S.

COMMISSIONER IN SIND'S OFFICE

A. C. Green Esq. I.C.S. Asst. Commr. in Sind and Sindhi Translator,
R. L. Thurley Esq. Political Asst. to the Commissioner in Sind, K. S. Nur
Nabi Rev. Asst. to the Commissioner in Sind. Mr. Chattrai Kishunchand
Gen. Asst. to the Commissioner in Sind. Mr. Jehangir F. Kotwal. Supdt.,
Commissioner's Office. Mr. Mohanlal Doulatram. First Asst. Translator.

BOMBAY CIVIL GRADATION LIST

Officers Stationed in Sind

The Hon. Mr. Charles Augustus Kincaid. Judl. Commr. of Sind.
Calcraft Kennedy, Bennet Christian Huntington. Addl. Judl. Commr.
of Sind.
Rieu Jean Louis C.S.I. Collr. and Magte. Commr. in Sind and Con-
troller of Prices for Sind (S.P.T.).
Clements Ernest B.A. 1st Law Judge and Sess. Judge. Hyderabad.
Kirk Richard Thomas Francis B.A. (Lond. and Birm.) LL.B. (Lond.)
B.A. 1st Law J.I. Asstt. Collr. Ag. Judge and Sess. Judge. Sukkur.
Chandiram Kotumal LL.B. Asst. Judge and Ag. Sessions Judge. Lar-
kana.
Hew Norman Heathcote J.A. (Oxon.) J.I. Asst. Collr. on deputation as
Settlement Officer in Sind.
Smart Wilfred Wilmot B.A. (Oxon.) Dip. A.G.R. (Cantab.) Collr.
and Dist. Magte., Karachi.
Bolus Edward John B.A. Asst. Collr. Ag. Collr. and Dist. Magte.,
Hyderabad.
Hutson John Ernest Buttery M.A. O.B.E. Collr. and Dist. Magte.,
Sukkur.
Kest Arthur Sydney Vernon B.A. Asst. Collr. Ag. Collr. and Dist.
Magte. Larkana.
Monteith John, J.A. Asst. Collr. Ag. Collr. and Dist. Magte., Thar
and Parkar.
Cowie, William Patrick C.I.F. B.A., Asst. Collr., Ag. Collr. and Dist.
Magte., Nawabshah.

Gould, Herbert Ross B A (Oxon) (S and A) J I Asstt Collr Ag
 Dty Commr Upper Sind Frontier
 Dillon William B A Asst Collr Tatta Sub Division Karachi District
 Sladen Joseph Maurice Asst Collr of Fando Bago and Dero Mohbat,
 sub divisions Hyderabad Distt
 Taunton Ivon Hope B A Asst Collr Sukkur
 Irwin Joseph Boyd Asst Collr of Ubauro Sub division Sukkur Distt
 Aminuddin Syed Probationer under orders of Collr of Sukkur
 Green Samuel Arnold Collier B A (Cantab) (S and A) Asstt Collr
 Larkana
 Davies R W H Probationer under orders of Collr of Larkana
 MacLachlan Duncan (S and A) J P Asstt Collr Asstt Commr in
 Sind and Asstt Sudhi Translator to Government

JUDICIAL COMMISSIONERS COURT

JUDICIAL COMMISSIONER OF SIND

Charles Augustus Kincud CVO ICS

ADDITIONAL JUDICIAL COMMISSIONERS

Edward Raymond B A LL B

B C Kennedy ICS

Arthur Henry Southcote Aston M A (Oxon) Bar at Law

REGISTRAR

M De Souza B A LL B

OFFICIAL RECEIVER

M C Pinto B A LL B

DISTRICT SESSIONS AND SMALL CAUSE COURT

JUDGES AND SESSIONS JUDGES

Earnest Clements Bar at Law ICS Hyderabad

R T F Kirk B A (Lond and Bar) LL B (Lond) Bar at Law J I Su
 kur

Chundiram Khatris B A LL B Lrka

ASSISTANT JUDGE AND ADDITIONAL SESSIONS JUDGE

Dialmal Doulatram B A LL B Hyderabad

JUDGE COURT OF SMALL CAUSE KARACHI

Tirthadas Chaitram B A LL B Karachi

SUBORDINATE JUDGES

11111

Lalaram Jethmal B A LL B Hyderabad Section Pos

Ba asing Jethanand Sukkur
Thawaldas Dayaram B A , LL B , Larkana

2nd Class

Thakurdas Narandas, B A , LL B Rohri
Gulam Dastgir Bar at-Law Mirpurkhas
Bijasing Hansing B A , LL B , Shikarpur
Muhammad Abdul Karim Sheikh B A LL B , Joint Sub-Judge, Hyderabad-
Sukkur
Abdulah S M Akhund B A LL B Naushahro Feroz
Varumal Chellaiam B A LL B , Tatta
Sirajul Haq B A LL B Tando Mahomed Khan
Gopaldas Gurbomal B A , LL B , Shahdadpur
Khair Muhammad, B A , LL B , Mehar
Shumdas Maniram P A , LL B Sehwan
Davaladas Javaharsing Joint Sub Judge, Larkana

PROBATIONERS

Gehmal Utanchand Joint Sub Judge, Shikarpur

ACTING OFFICERS

Sanwaldas Mohanlal, B A LL B , Jacobabad

CITY MAGISTRATES

William Norman Richardson Karachi
S M Talati, apptd 8 7 1919 Karachi
Rewchand J Mansukhani, apptd 13 10-1918, Hyderabad
Mahomed A Hafiz, Bar at-Law, apptd 28 6 1919, Sukkur
Najamuddin Allahdino, LL B , apptd 26-8 1918, Shikarpur.

CANTONMENT MAGISTRATES

Col L T Corwithen, apptd 3-4 1922, Karachi and Manora
C M Duncan, R I A , Hyderabad
Major R H Palin, J P , Quetta

RESIDENT MAGISTRATES

2nd Grade

Mulchand Gianchand Lala LL B apptd 5 3 1916, Naushahro
Tahilram Khomal Keshowramani apptd 10 1-1917, Nawabshah
Udharam Madandas Chandiramani, apptd 1-9-1919, Sujawal

3rd Grade

Mangharum Aimal, LL B , apptd 5-3 1916, Larkana
Wadhmal Tarachand Balchandani, appt 1-5 1917, Thar Parkar

Gobindram Chandmal Thakur I A apptd 21 9 1917 U S Frontier
Mh Cttd

Kewalram Lokumal Malkum I L B apptd 4 10 1918 Nawabshah
Prabhdas Gurbhomal Malkum LL B apptd 29 9 1921 Kotri

ACTING APPOINTMENTS

Daryanomal Nankram Hingorai apptd 21 8 1918 Larkana
Ghanshamdas Verhemal Mutin apptd 20 6 1921 Hyderabad
Md Saleh A K Sidiki (Jacobabad) U S Frontier
Mahomed Israq Badaruddin I A LL B 4 10 1918 Larkana

BENCHES OF MAGISTRATES

Karachi Division

Two or more of the following magistrates sit together as a Bench to be called —

BENCH A —

Rao Sahib Shewaram Dewanmal
Khan Bahadur S K Haji
Khan Sahib Ahmed Ali Mahomed
Mr Thakurji Kusti
Mr Ardeslar H Munir
Mr Osman Saleh Mahomed
Mr Hussainji Pathising
Mr G Solomon

BENCH C —

Mr Khatrai Assumal
Dr K N Spencer
Mr Ramji Pathibhai
Khan Sahib Nader Bakht Haji
Mutad M I L
Mr Husseinal Chellarani
Mr Fakir Mahomed Durrani Khan
Mr Dinshaw Sorabji Khan
Mr Abdul Aziz Nur Mahomed Khan

BENCH B —

Mr Gidumal Lakhraj
Khan Bahadur K H Katrak
Professor S C Shahram
Mr Hurdas Lalji Lakhmudas
Dr Hatchund Nanumal
Khan Bahadur Seth Haroon.
Mr Hussambhoy Abdul Ali
Mr Fakundis Gidumal

BENCH D —

Mr Gidumal Hatchchand
Mr Jehangir Framroze
Panthakey
Mr Merwanji Kutomp
Runkatwala
Khan Bahadur Sorabji
Goverji, M I L
Mr Haji Mahomed Ghulam
Hussan Khan Peshawari
Mr F H Jones, M I L
Mr Ali Mahomed L S Han
Abubakar
Mr Khatrai Bagumal

BLNCH E.—

Mr Sobhraj Chetumal
 Mr Rahim Basrio Fudu
 Mr Band Ali Kossim
 Mr Bissarnal Tarachand
 Mr Ranchordas Pritomdas Tulani
 Mr Jhamandas Walabdas

SPECIAL MAGISTRATES

The Hon'ble Mr Jehungu Hormusji Kothari, First class and add powers under sec 143 144, 174 and sec. 260 of Act V of 98 Within the limits of the Karachi District

Sobdar Khair ud Malik Sardar Khair Numrio, Malik, Second class and add powers under sec 562 C P C Within the limits of the Kotu taluka and the Kohistan Mahal

Port Officer, Karachi first class and add powers under secs 143, 144 174 and 260 of Act V of 98 Within the limits of the Karachi District

Mr Wali Mahomed Hussaini first class Within the limits of the Karachi District

K B Haji Khair Baksh Khair ud Haji Ghulam Muhammad Laghuni M.L.C., second class and add powers under secs 174 and 562 of Act V of 98 and powers under secs 174 of Act V of 98 and sec 562, C P C in the limits of the Karachi District

Khalifo Haji Gulam Muhammad ud Khalifo Makarpio, third class. Within the limits of the Karachi District

Metharam Aptsing, third class Within the limits of the Karachi District

Ras Khur Md Dattakhan Chundio third class Within the limits of the Karachi District

PUBLIC PROSECUTORS AND GOVERNMENT PLEADERS,

KARACHI

T G Elphinstone, Barr-at-Law Pub. Prosr. of Sind and Govt. Pleader, Court of Judicial Commissioner of Sind, Karachi

C M Lobo B.A., LL.B., First Asst. P. P. Sind and First Asst. to Government Pleader, Court of the Judicial Commissioner of Sind Karachi

Partabrai Dhanrajmal Punwari Second Asst. P. P. Sind and Second Asst. to Govt. Pleader, Court of the Jdl Commr of Sind, Karachi

Parsram Tolaram Hathiramani, Third Asst. P. P. Sind and Third Asst. to Govt. Pleader, Court of the Jdl. Commr. of Sind, Karachi.

Pamanmal Walabdas, Fourth Asst. P. P. Sind and Fourth Asst. to Govt. Pleader, Court of the Jdl Commr of Sind, Karachi

LIST OF BARRISTERS AND PLEADERS PRACTISING AT KARACHI IN APRIL 1922

Abasi Molladino Abdul Rahman M Baloch Abdul Rahman Mahomed
Yakub Bar at Law Advani T M B A LL B Alidina Ghulamali Assu
domal Rewachand Assanmal Chataram LL B

Balkrishnen H Lula B A LL B Bhojraj Lalchand Bar at Law
Bhugtan R.R Bar at Law Budhonia A F Bhatkum I T B A LL B

Castellino E B A LL B Chaballias Rochuram B A LL B Chandram
Thwadas B A Chandiramani U B Bar at Law Chitram N P
Bar at Law Chellaram H Loda Chotram Dwanmal B A LL B
Chunilal K Yajnik LL B

Dalrymple A W Bar at Law Dayaram Lokmudas B A LL B
DeVertew F J Bar at Law Dhanyshaw Cowasji Agha B A LL B
Dharamdas Thawardas B A LL B Dharamrai Tirthda B A LL B
Dnghomal Narainsing Dipchand Chintumal B A LL B Dipchand
T Ojha

Elphinstone T G Bar at Law Public Prosecutor and Notary Public

Fatehchand Assudamal B A LL B Fatehchand Dharamdas Ferro
L P B A LL B Fatehchand Rohiram B A LL B

Gangaram Mohanlal Ghadrally B H B A LL B Ghanshamdas
Ladharam B A LL B Ghanshamdas Sahasramal Ghulam Hussain
Baledino Gokaldas A Cancer, Gopaldas Narandas Gulabrai Nihalchand
B A LL B Gurdas I Jotsing B A LL B

Hakumatrai M Idnani B A LL B Harchandrai Vishandas B A LL B
CJE M LA Hardasmal Banasing Hakim Jaffer B A LL B Hashmatrai
Gianchand Hasomal M Gurbuxani B A LL B Hiranani Bulchand B A
LL B Hiranand Motiram

Isardas Oodharani Bar at Law Isarsing Harsing

Jammatrai Lalchand B A LL B Jambhandaris I Bhoywani Jawher
mal Totaram B A LL B Jivermal Valatra B A LL B Jessarun Barsing
B A LL B Jethmal Jammatrai Jivamatal Valiram Jivatram G
Abichandani

Kalchand Rochuram B A LL B Kalumal Pahlmal B A LL B
Kewalram Jethanand B A LL B Khandand Gopaldas B A LL B
Khemchand Sukhrumdas, B A LL B, Khabband Atmaram B A

Khubchand T Ojha, Kikla, G A, B A, LL B, Kimatrai Bhojraj,
Kishenchand Wadhupal, B A LL B Kodumal Lekhraj, Kothari V T, B A,
LL B, Kundanmal Dayaram, B A LL B Kundanani, B L, Bar-at Law

Ladharam Anand Bar-at Law Lalchand Hassomal, B A, LL B,
Lalvani, M L, Bar at-Law, Lobo C M B A, LL B, Lobo, W, B A, LL B,
Lokumal Narandas

Mani, R G, Bar-at Law Mirza, G G, Motiram Idanmal, B A, LL B,
Mulchand Manghanmal, Menghraj Kalumal B A, Mulchand Luaram
singh B A LL B

Nadirbeg K Mirza, Bar-at Law, Nadirshaw Nowroji, B A, LL B,
(Notary Public) Narandas Vishndas, Nathumal Asanand, Nihchaldas C
Vazirani, Nihalchand Tikamdas B A LL B

O Sullivan D N Bar at-Law

Pahlajsing B Advani M A, LL B Pamanmal Valabdas, Parmanand
Harsamal B A LL B Parmanand K Vaswani Parshotamdas, Aidas
Parsram Manghanmal, Parsram Tolaram B A LL B Partabrai
D Punwani, Philipowsky, P, Bar at Law

Ramchand J Vaswani, Ramchand Narandas, Rewachand Vasanmal,
B A, LL B, Rupchand Bilaram B A LL B, Rupchand Karamchand

Samtani, B P, Bar-at-Law, Santdas Idanmal, B A LL B, Shahani, M
S, B A, (Oxon), Bar-at-Law, Shahani, P S Bar at-Law, Shewaram T
Balchandani, Shivdasani V B Bar at Law Srikrishndas H Lula, M A,
LL B, Sobhanmal B Ojha, Suganlal Hassanand Jesrani, B A, LL B

Tahulram Maniram, B A, LL B, Tarachand Khumandas, B A, LL B,
Teumal Dholumal, Thadani T V, Bar at Law Thakursing Lalsing
Thawardas Isardas Tikamdas Wadhupal, B A (Oxon), Bar at Law,
Tolasing Khushalsing, B A, LL B, Tuljaram Tillumal, Tuljaram Bherumal
Rewani, B A, LL B

Utamsing, G V, Bar at-Law

Vaswani, P K, B A, LL B, Bar at-Law

Walsh, M. P, Bar-at-Law Wania, P J

HEADQUARTERS, WESTERN COMMAND

STAFF

Lt-Genl Sir Walter Branthwaite, K C B, G O C in-C

Capt J G des R Swayne, A D C to G O. C-in C

Risaldar Dost Muhammad, Khan Bahadur, I O M, I D S M, A D C to
G. O. C-in-C.

Major G E Bruce M C Asstt Military Secretary
 Col (Ty Col on the Staff) W S Leslie C M C D S O Col on the Staff
 General Staff
 Col (Ty Col Comdnt) F R Patch C M C D S O Col Comdnt Royal
 Artillery
 Bt Lt Col H E Reinhold M C Offg General Staff Officer Grade II
 Lieut H W Underhill General Staff Officer Grade III
 Major F E A Campbell Inspector Educational Training
 Lieut H D Williams Staff Capt Auxy and I I
 Colonel F D Russell Offg D A & O M G
 Lt Col A W Chitty Offg A O M G
 Major B G Channer D A A G
 Capt H F Davies D S O M C D A Q M C
 Major A S Archdall D S O Staff Officer Royal Artillery
 Bt Lt Col H C Hawtrey C M C D S O Chief Signal Officer
 Col (Ty Col on the Staff) H J M Marshall C B C M G D D M W
 Bt Lt Col H N North D S O A D M W
 Capt C V S Jackson R E D A D M W
 Capt C J Fearfield M C (R E) D A D M W (E & M)
 Capt E S C Chivers D A D M W (New Cant)
 Major General E L Robinson C B C M G D D M S
 Major W H S Burney D A D M S
 Major G A Kempthorne D S O D A D M S (Sany)
 Major D De C R Grady Staff Surgeon
 Lt Col W S Anthony C M G A D V S
 Capt R E Banks A J A G
 Col W St G Charr O B F C D I S and T
 Lt Col E S J Ankersen C M A
 Lieut J Bryce Chief Clerk

HEADQUARTERS SIND RAJPUTANA DISTRICT

STAFF

Major General C W G Richardson C B C S I General Officer Command-
 ing
 Lt M C Nicholson A D C to G O C
 Bt Lt Col G F Perkins D S O General Staff Officer, Grade II
 Lt (Ty Capt) F L Bultitude G S O Grade III
 Bt Major R C W G Firebrace D A Q M G
 Major E M Hobday, D A A G
 Captain E S C Chivers Garrison Engineer
 Captain C O Seaton Attached

Lt H G Holmes Garrison Engineer
 Major P W Clark DSO MC (TC) Garrison Engineer (E M)
 Capt and Dy Comy R I Briston Asstt to A D S & T
 Capt N Russell Brigade Supply Officer
 Capt B Pitt Brigade Transport
 Mr F H Drake Asstt Audit Officer
 Col J F Wall A D M S
 Major W W R Neale D A D V S
 Capt W F Tyres R T O
 Capt F G Harvey Educational Officer

STATION STAFF

Major General C W G Richardson CBE CSM Station Commander
 Capt P B Anderson Station Staff Officer
 Capt T J Davis Officer in Charge Station Veterinary Hospital

AUXILIARY FORCE

Lt Col C C Tee OBE MC Comdt and Adjutant
 Capt F A Archdale Commanding L M P
 Lt F G Cangle DSO MC Armoured Motors
 Lt T C Beaumont O C No 1 Lewis Gun Patrol
 Lt E Edleston MC O C No 2 Lewis Gun Patrol
 Lt R D K Curling Officer Commanding
 Lt A Rowland Price Officer Commanding
 Capt C B Rube Officer Commanding
 Lt A A L Flynn O C No 3 Platoon
 Lt J F B Harvey O C No 1 Platoon
 Lt G W Murphy O C No 1 Platoon

BRITISH INFANTRY

Lt Col G E Bayley CMG DSO Commanding 2nd Bn York and
 Lancs Major C B A Jackson Capt J F H Judkins Capt N E H
 Sim Capt F I Norris MC Capt C R Stott MC Capt M R Price
 Capt D H Proctor Capt H A Sawyer MC Capt C T Foster MC
 Lieut J V Flmhurst Lieut D C Tennent Lieut R H Whitehead
 Lieut P B Everett MC Lieut J A Pitto L Lieut A W H Sims
 DSO MC Lieut S H L Key Lieut D F M Fielding Lieut
 L C Storr Lieut T A W Bolland Lieut and Adjutant C E Blad.
 Capt and Quarter Master I J I Garcia MC Quartermaster Lieut
 S R. C M Wilkes

BRITISH STATION HOSPITAL

Lt Col W C Croly D S O O C Br Stn Hospital Karachi
 Major G G Tabuteau D S O Surgical Specialist
 Major A D O Carroll D S O E M O in charge Families Manora Health Officer
 Major D De C O Grady D S O Staff Surgeon Western Command M O in Charge Station Family Hospital
 Major J J O Keffe M C In Charge Station Family Hospital
 Capt R L Ritchie O B I Sanitary Charge Napier Lines
 Capt G P Kidd M C Att A D M S Sind District Office
 Capt W Frier M O in Charge District Laboratory

CONTROLLER OF MILITARY ACCOUNTS

Lt Col E S J Anderson Controller of Military Accounts Command and S D District Apptd 31 22
 Mr J C Crawford Deputy Controller of Military Accounts Western Command and S R District Apptd 27 3 22
 Rao Sahib D G Jest Deputy Assistant Controller of Military Accounts Apptd 18 5 21
 Mr E J Jhirad Deputy Assistant Controller of Military Accounts 18-5 21
 Mr G R Henry Deputy Assistant Controller of Military Accounts 19 7 21

EMBARKATION STAFF

Major C L D H Whitaker Embarkation Commandant
 Major J Brown A E S O
 Captain C C Lewis Embarkation Supply Officer
 Lt H Maude Asstt Com for Embarkation

INDIAN INFANTRY

Major B De I Brock Offg Commandant Major A G White Offg 2nd in Command
 Major H P Thomas Capt J H Pringle Offg Adjutant
 Capt L Lester Offg Quartermaster Capt J G Frith
 Capt C A N Nicholas Capt J Brown Embarkation Staff Keamun
 Lt A T B Littlebury Attd H Q Sind District
 Lt Col A B Merriman Commandant
 Capt V C Alderson M C 2nd in Command Lt L P Arnold Adjutant
 Lt C B Crabbe Coy Officer Lt P T Barbour Coy Officer

INDIAN STATION HOSPITAL

Lt Col E I Perry D S O O C Indian Station Hospital
 Capt C Newton Davis M C Indian Station Hospital
 Capt I S Indian Indian Station Hospital

Capt L Castellino Health Officer Karachi Cantt Indian Station Hospital,
Karachi

Capt M R Gupta Indian Station Hospital

KARACHI CORPS AUXILIARY FORCE INDIA

Headquarters Garden Road Rifle Range Queen's Road Telephone 203

Commandant Lieut Col C C T O B E M C Sind Club

2nd in Command Major G A Phillips Bonus Road (appointment pending)

Regtl Serjt Major J H Parr 1 A

Regtl Q M Serjt W Fisher 16th Lancers

No 2 (KARACHI) COY M G CORPS

Officer Commanding Major I A Nicholas Sind Club

2nd in Command Capt T C Beaumont Victoria Road

Section Commanders Lieut H I Gibbs Messrs India & Co (appointment pending)

Lieut H F Pickering Sind Club (appointment pending)

Staff Serjt Instructors S Serjt H Jones Armoured Car Coy, S Serjt P Byrne Manchester Regt

No 4 (KARACHI) FIELD COY R F

Officer Commanding Capt J F Harvey Elder Road

Staff Serjt Lieut Store S Serjt H White Devonshire Regt

MILITARY WORKS DEPARTMENT

Major W J W Noble R E Offg Asstt Director of Military Works Sind Rajputana District apptd 7 7 21

Major Thomas Scott R E Garrison Engineer Drigh Road Aerodrome and Hyderabad and Sukkur apptd 12 12 19

Lt H G Holmes R E Garrison Engineer M W S Karachi apptd 12 6 20

Mr B K Sidney P A to A D M W and Garrison Engineer Stores apptd 25 7 21

No 4 (INDIAN) M T COMPANY

Major O B R Dickey R A S C Comd, No 4 M T Coy

Lt I M Trobridge S T C Officer in Charge Det 31 M T Coy

Lt G L Royster, R A S C Section Officer No 4 M T Coy

Lt A B Faulkner R A S C Officer in Charge Workshops (Indian) No 4 M T Coy

Capt B Litt B T O

ORDNANCE DEPARTMENT

Capt T C Devine RGA Ord Officer apptd 20 5 21

Lieut A W Beeden IOD Assistant Commissary apptd 8-3 22

REST CAMP STAFF

Major A De Laune Faunce Commandant (on leave)

Capt W D Souter DCM Adjutant Offg Comdt

ROYAL AIR FORCE

Wing Commander C B Breese AFC Squadron Leader G W
Williamson OBE MC

Flight Lt C B Cooke Flight Lt E H Hooper

Flight Lt W H E Kemp AFC Flight Lt B W M Williams

Flight Lt A Chapman Flight Lt J C Smyth

Flying Officer J E Catherall MBE Flying Officer R J Copley

Flying Officer E N Hewitt Flying Officer H H S Scott DSO

Flying Officer A P Woollett Flying Officer W G Kentfield

Flying Officer G J Stroud MBE Flying Officer A H Baker

Flying Officer S Upton Flying Officer E Marsden

Flying Officer V S Holbrook Flying Officer W Catchpole AFC

Flying Officer J E Truss MC Flying Officer N Robertson

ROYAL ENGINEERS

Lt H S Lloyd Defence Light Section Minora

ROYAL GARRISON ARTILLERY

Capt P Mead Lt G S Madden Lt G Carratt Officer in Charge I C
A Minora Major O N Morarty ISO Capt R L Leigh Lt S
M Brown Lt A W Henderson

SIGNAL SERVICE

Capt S H Long OBE Commanding No 2 (Wireless) Coy A Corps
Signals

Capt R M Dawes O C Training Section

Lt J A Pocock Adjutant No 2 (Wireless) Coy A Corps Signal

Lt J K Illingworth Company Officer No 2 (Wireless) Coy A Corps
Signals

Capt A G J Copeland CMLC No 1(L) Coy A Corps Signals

Capt J McConville MC CMLC No 1(L) Coy A Corps Signals

Lt E T Danson

Lt C Fiddaman MC Section Officer A Corps Signal

Lt L Stevenson Section Officer A Corps Signal

Lt J Butcher DCM, On Command
Lt H E Talbot Section Officer

SIND RIFLES (INFANTRY COY)

Officer Commanding Major C B Rubie c o Forbes Forbes Campbell
2nd in Command Capt R Curling MC Caxton House
Platoon Commanders Lieut A Flynn D Karachi Port Trust Lieut
G Murphy (leave) Lieut S Dadabhoy (appointment pending)
Staff Sergt Instructor S-Sergt G Blunt DCM Border Regt

SIND MILLS (MOUNTED TROOP)

Officer Commanding Capt R Curling MC
Staff Sergt Instructor S-Sergt R Hummocks 7th Hussars

S & T CORPS

Lt Col C E G Lang on 8 months leave ex India
Major R L C Sweeny DSO OBE MC Asstt Director of S & T, Sind
Rajputana District
Lieut A Man Asstt to A D S & I Sind Rajputana District
Captain N Russell Brigade Supply Officer Karachi
Lt Col A H Peyton Officer Comdg C Supply Depot Coy
Major F V Pogson Store Officer C Supply Depot Coy
Captain C C Lewis Embarkation Supply Officer Keamari
Captain F B Maltby Adjutant C Supply Depot Coy
Captain R H Pollacco Officer in Charge Bail and Port Group
Lt G W H Gallienne Officer in Charge P M West Wharf, Keamari
Lt D J Millin Officer in Charge Supplies P O L
Lt S A Darling Supply Officer B I IT
Lt W C Hayman Quarter Master C Supply Depot Coy

CHEMICAL ANALYSER FOR SIND

GOVERNMENT LABORATORY KIAMARI

Mr B Bhujanga Rao MBE FRS Acting Chemical Analyser
for Sind
Mr Jagmuth Vastdeo Datta Temporary Chemical Assistant
Mr Joseph Gabriel Cordero Clerk

CHURCH OF ENGLAND

Karachi

CHAPLAINS

Archdeacon H T Wheeler Archdeacon of Lahore Surrogate in the
Diocese of Lahore Karachi

Rev E D Rennison, Asstt Chaplain Karachi Surrogate in the Diocese.

Manora Keamari

CHAPLAIN, ADDITIONAL CLERGY SOCIETY

Manora, Keamari and Karachi Harbour Chaplain, Vacant

Hyderabad

SENIOR CHAPLAIN

Rev W W Castle, Hyderabad Visits Kotri and Muzpurkhas

Sukkur

CHAPLAIN ADDITIONAL CLERGY SOCIETY

Rev Wm Hanna, Chaplain of Sukkur Visits Dadu, Tarkana, Ruk,
Shikarpur Jacobabad, Mach Khunpur Reti and Rohri

CHURCH OF SCOTLAND

JUNIOR CHAPLAINS

Rev J. Yule Rennie, M A B D, B LITT Karachi Visits Karachi Harbour
Manora, Kotri and Hyderabad

METHODIST EPISCOPAL CHURCH

Rev William Lee Clarke Officiating Chaplain to the Wesleyan troops of
the Karachi Brigade

ROMAN CATHOLIC CHURCH

ST PATRICK'S

Rev J Jos Meyer S J, Superior, apptd 22-1-22

Rev A Fortuny, S J, Visits Keamari and Manora

Rev J Marrugat S J, Br Soler, S J, Rev L Pereira Rev Vict Fernan-
des, and Rev A T Almeida Priests of the R C Archdiocese of Bom-
bay

CONSULAR OFFICERS (FOREIGN) AT KARACHI

BELGIUM

D J MacGillivray *Consul*

BRAZIL

V E Nazareth,

DENMARK

(Vacant)

FRANCE

Mr E L Price, O B E, M L A, *Consular Agent*

GERMAN EMPIRE

(Vacant)

ITALY

Major Alon Duguid, Acting *Consular Agent*

NETHERLANDS

Mr Cornelis Van Amerongen *Acting Consul*

NORWAY

Mr D J MacGillivray *Consul*

PERSIA

Mr Avub Khan *Vice Consul*

POLICE

Dr A B Jenseck *Vice Consul*

TURKEY

(Vacant)

UNITED STATES OF AMERICA

Mr A M Warren, *Consul*

Vice Consul (Vacant)

CUSTOMS

SALT, EXCISE AND OPIUM

J L Rieu Esq *CSIICS J P* Commissioner-in-Sind, Chief Customs
Authority in Sind

IMPERIAL CUSTOMS SERVICE

H H Hood Esq Chief Coll of Customs in Sind and Shipping Master

P W Singleton Esq Asstt Collector Imperial Customs Service

T H Potts Esq Asstt Coll Imp Cus Ser and Dy Shipping Master

PROVINCIAL CUSTOMS SERVICE

F Hildreth Head Appraiser

J Capstick Superintendent Preventive Service.

Awatram Mamram, Officer in Charge of Customs, Keti Bandar

SALT EXCISE AND OPIUM

J L Rieu Esq *CSIICS, J P* Commissioner-in-Sind and Commissioner
of Salt and Excise

C Clifford Esq Superintendent of Salt and Excise in Sind, apptd 5-8 19

Pamandis Dayaram Kewlramani Inspector in-Charge, Excise Intel
ligence Bureau, apptd 13-8-21.

Burhankhan Ismailkhan Lodi Inspector of Salt and Excise Sind apptd 15-5 20
 H Mc H Mmuth Abkar Inspector Karachi apptd 1 2 21
 F I Lobo Inspector in Charge Maurypur Salt Works apptd 13 8 21
 A DeLima Abkari Inspector Keamari Division apptd 8 4 21
 Mahomed Ismail Mahomed Ali Khan Kakezu Abkari Inspector Hyderabad apptd 13 5 21
 H Miles Abkari Inspector Sukkur apptd 6 2 21

EDUCATIONAL DEPARTMENT

F B P Lora M A Educational Insp in Sind apptd 6 1 21 (on deputation)
 W Grieve M A B Sc Ag Inspector in Sind

Office of the Educational Inspector in Sind

S D Contractor B A P A to the Edl Insp in Sind apptd 16 2 22
 Mulchand K K (Bom) Head Clerk to the Edl Insp in Sind apptd 1 8 19
 (on leave)
 Vatanmal Lalchand Thadani Ag Head Clerk to the Edl Insp in Sind
 apptd 18 4 22
 Kundanmal Gagandas Gurwani Accountant to the Edl Insp in Sind
 apptd 16 1 21

INSPECTING STAFF

Miss H V Twiss B A Ag Inspectress Girls Sch 1 in Sind apptd 3 6 20
 Chandiram Nekrai Merani B A Dy Edl Insp Sukkur apptd 31 10 14
 Diwanising C Lakhumal B A Dy Edl Insp Nowbahar apptd 26-9 17
 Lilaram Gidumal Bhojwani B A Dy Edl Insp Karachi apptd 2 4 20
 Rewachand Doulatram Advani B A Dy Edl Insp Hyderabad (on deputation)
 Khatumal Bulchand Shahani B A Dy Edl Insp Thar and Parkar
 apptd 13 12 18
 Md Ibrahim Md K Sumra B A Dy Edl Insp Mulla Schools Sukkur
 apptd 1 1 20
 Abdul Hak Abdullah Shaikh Dy Edl Insp Upper Sind Frontier apptd 1 3 20
 Nuruddin Ahmed Ghulamally Dy Edl Insp Md Udu School Hyderabad (on leave)
 Ali Khan U Abro M A Dy Edl Insp Mulla Sch 1 Larkana apptd 5 2 20
 Ghulam Nabi Kazi B A Dy Edl Insp Hyderabad apptd 24 3 20
 Hashmatrai Loksing Lalwani B A Dy Edl Insp Larkana apptd 1 10 19
 Udharam T Hirani B A Ag Dy Edl Insp Hyderabad apptd 6 11 21

- Karamchand L. Hingorani, B.A., Asst. Dy. Edl. Insp., Nawabshah, apptd 14-2-20.
- Metharam M.B., B.A., Asst. Dy Edl Insp. Thar and Parkar, apptd. 14-3-20
- Motiram T. Shahani, Asst. Dy Edu. Insp., Nawabshah, apptd. 14-3-20.
- Nebhraj B. Thadani, B.A., Asst. Dy. Edl. Insp., Thar and Parkar, apptd 14-3-20
- Topandas C. Gajria, B.A., Asst. Dy. Edl. Insp., Sukkur, apptd. 14-3-20.
- Pertabrai S. Shivani, B.A., Asst. Dy Edl. Insp., Karachi, apptd. 14-3-20.
- Mulchand T. Wasvani, Asst. Dy Edl Insp., Karachi 14-3-20.
- Santdas M. Bhagchandani, B.A., Asst. Dy. Edl Insp., Larkana, apptd 14-3-20
- Jashanmal T. Bhojwani, Asst. Dy Edl Insp., Larkana, apptd. 14-3-20.
- Abdul G. F. Kazi, B.A., Asst. Dy Edl. Insp., Mulla Schools, Sukkur, apptd 14-3-20
- Md. Elias K. Md., Asst. Dy Edl Insp., Mulla Schools, Larkana, apptd. 14-3-20
- Jan Md. A. Kazi, Asst. Dy Edl Insp. Mulla Schools, Hyderabad, apptd. 27-3-20
- Harumal Shewakram, B.A., Asst. Dy Edl. Insp., Larkana, apptd. 15-6-21.
- Wadhialshah Muradalishah, Asst. Dy. Edl. Insp., Sukkur, apptd 14-3-21.
- Parsram Bhawandas Shahani, Asst. Dy. Edl. Insp., Hyderabad, apptd. 14-3-20
- Mohanlal P. Bhatt, Gujrat, Asst. Dy. Edl. Insp., Karachi, apptd. 14-3-20.
- Noor Md. D. Khan, Asstt. Dy Edl. Insp., Mulla Schools, Larkana, apptd. 14-3-21.
- Abdul A. A. Sami, Asst. Dy. Edl. Insp., Mulla Schools, Larkana, apptd 14-3-21
- Md. A. Ghami Asst. Edl. Dy Insp., Mulla Schools, Sukkur, apptd. 14-3-20.
- Md. Sallih Jiand, Asst. Dy Edl Insp., Mulla Schools, Sukkur, apptd. 14-3-21
- Jamaldin V. M. Kazi, Asst. Dy Edl. Insp., Mulla Schools, Hyderabad, apptd 27-3-20
- Haji Mahomed, Asst. Dy Edl. Insp. Mulla Schools, Hyderabad, apptd. 31-3-20

TEACHING STAFF OF THE N. J. HIGH SCHOOL, KARACHI.

- William Grieve, M.A., B.Sc., Head Master, apptd. 8-11-14.
- R. D. Advani, B.A., Ag. Headmaster apptd. 14-10-16
- S. M. Advani, B.A., 1st assistant, apptd. 6-12-19.
- N. H. Advani, B.A., Ag. 1st asst. apptd. 11-4-22.
- B. B. Kamat, B.A., B.Sc., Asst. Master, apptd. 22-9-19.
- U. U. Munshi, B.A., Asst. Master, apptd. 19-10-13.
- N. P. Bhatt, Asst. Master, apptd. 25-1-08.
- D. A. Mandake, B.A., Asst. Master, apptd. 15-11-11.
- D. D. Gamwalla, Asst. Master, apptd. 23-6-85.

M G Ratnam, Asst Master, apptd 14 1-13
 J V Sadani, B A, Asst Master, apptd 20-5-12
 R G Sadani B A, Asstt Master apptd 31-3 16
 N D Abhyankar, B A Asst Master apptd 10 2 13
 N P Gurup, Asst Master, apptd 9 10-09
 R D Karmarkar, B A Asst Master apptd 4 2 14
 D J Wadhwanu, B A Asst Master apptd 1 7 15
 V K Mirchandani, B A Asst Master apptd 20 3 17
 S A Prabhawalkar B A Asst Master apptd 21 1 15
 R S Joshi, B A, Asst Master apptd 1 8 19
 P G Dave B A, Asst Master apptd 17 8 17
 M I Chhablani, M A, Asst Master, apptd 1-4 22
 K C Santani, B A Asst Master apptd 16 2 22

Training Schools

M J F Barakzai, B A Head Master Training School Nushahiro apptd
 14-3 21
 Parsram I Wadhwanu B A H Master Tr School Karachi apptd 14 3 21
 Kanyalal S Santani B A Head Master Tr School Shikarpur apptd
 1-6 20
 Pothumal H Bijlani B A Head Master Tr School Mirpurkhas apptd
 16 8 20

SIND CENTRAL BOOK DEPOT

Nirbhdas Naraindas Wadhwanu Curator apptd 11 1 17

FOREST CONSERVANCY

Harold Lancelot Newman, Dy Conservator of Forests in Sind apptd.
 15-11-01
 Dalpatrai J Navani, Assistant Conservator of Forests, Hyderabad Div ,
 apptd 23-1 08.
 A F. Gonsalves, L C E, Extra Dy Conservator of Forests, Sukkur Div ,
 apptd 1 9 05
 N C Ramchandani, Extra Asstt Conservator of Forests Larkana Div ,
 apptd 10-10 18
 V R Mirchandani, Extra Asstt Conservator of Forests, Shikarpur Div ,
 apptd 21-2 09
 P J Rodrigues, Extra Asstt Conservator of Forests, Karachi Div , apptd
 27-2-20

INCOME TAX DEPARTMENT

M G Birch, M B E, Officiating Income-Tax Commissioner for Sind
 Mr T A Murphy, Senior Income Tax Officer
 Mr Isardas Parumal, Junior Income-Tax Officer

Mr Sydney Mirza Senior Income Tax Officer for Sind
 Khan Sahib Talati Junior Income Tax Officer for Sind

INDIAN TELEGRAPH DEPARTMENT

Karachi Signal Office

H E Greene Supdt in Charge Karachi Office
 F Menezes Dy Supdt Traffic
 J J Simsman Dy Supdt Traffic
 W A Xavier Dy Assistant Electrician
 Mr R Charry In charge Camp Telegraph Office

Telegraph Engineering Branch

Ram hind Malhindas Kewlramani Div Ingr Tel Kchi Div
 Robert Frederick Macaulay Dy Asstt Engr Telegraphs
 Mohamed Kasim Engineering Supervisor Telegraphs
 Alan Baylis Westwood Engineering Supervisor Telegraphs
 Alfred John Rodrigues Engineering Supervisor Telegraphs
 Robert Arthur Hayes Dy Asst Lngr Tel apptd 1 10 05 at Sukkur

INDO EUROPEAN TELEGRAPH DEPARTMENT

Persian Gulf Section

Justice Edward Gunter OBE MILE Director apptd 30 11 12 (on leave)
 F I Tebbutt Engineer and Electrician apptd 6 6 12 Offg Director
 F Capstick Offg Engineer and Electrician apptd 31 3 22
 E M Norris Asst Director apptd 31 3 22
 Frederick Pinset Supdt Class IV apptd 8 1 21 (on leave)
 J A Hamilton ISO Supdt Class IV apptd 20 5 21
 Douglas Wm Gumbley OBE ISO Supdt Class V (In Iraq) apptd 1 1 20
 J J Hughes Supdt Class V apptd 20 5 21
 W S Thornton Supdt Class V apptd 27 5 21
 I B Newton Asst Supdt Class VI apptd 1 1 20
 C H St John Asst Supdt Class VI apptd 1 1 20
 J S Navarra Asst Supdt Class VI apptd 1 1 20
 P W Ling Asst Supdt Class VI apptd 1 1 20
 M P O'Kelly Asst Supdt Class VI apptd 1 1 20
 C A C Murray Asst Supdt Class VI apptd 1 1 20
 W C James Asst Supdt Class VI apptd 1 1 20
 J H Tomlinson Asst Supdt Class VI apptd 1 1 20 (on leave)
 H A D Thomson Asst Supdt, Class VI apptd 1 1 20
 H M I Gubler Asst Supdt Class VI apptd 1 1 20

H D Thoy, MBE Asst Supdt Class VI apptd 8 1 21
 C B Arkell Asst Supdt Class VI apptd 20 5 21 (In Iraq)

TELEGRAPHIC STEAMSHIP PATRICK STEWART AND CABLE FACTORY

Arthur Alexander Carnegie OBE Commander apptd 23 4 14
 William Herbert Miller 1st Officer apptd 23-4 14
 J Marr 2nd Officer apptd 23 5 20
 A U Wright, Chief Engineer apptd 5 2 18
 J W Seager 2nd Engineer apptd 14 3 19
 L Y Sawant Purser apptd 3 12 20

MARINE

G N Lotteath RIM J1 Commander Commrs steamer apptd 1 10 06

IRRIGATION AND PUBLIC WORKS

I R. COMMISSION

Mr Jean Louis Rieu C S I C S J P *President*

MEMBERS

Mr Harry Oliver Baron Shoubridge M INST C E Chief Engineer in Sind
 apptd 21 11 21 (*ex officio*)
 Mr Burjorji Edulji Vachha B SC L C E Superintending Engineer Indus
 Right Bank Div apptd 14 12 1920 (*ex officio*)
 Mr Anthony Xavier Moraes L C E Superintending Engineer Indus
 Left Bank Div apptd Oct 21 (*ex officio*)

EXECUTIVE ENGINEER

Mr Gavinshanker Dullabhji Daftary L N Engineer Indus River Gauging
 District from 1 11 21

ASSISTANT ENGINEERS

Mr G M Davies apptd to P W D May 1898 Hd Qrs Hyderabad
 Mr C E Ricketts apptd to P W D 5 6 05 Hd Qrs Karachi

UPPER SUBORDINATES

Mr Kidhakarishun D Mansharamani Hd Qrs Sukkur
 Mr Lokumal G Merchandani Hd Qrs Kotri
 Mr Bujn th C Hmjun H H O Mithankot
 Mr Motharam Metharam Gadwani attached to Chief Engineer's Office
 Hd Qrs Karachi
 Mr Qurbanali Soob ykhan apptd to P W D 13-9-18 Hd Qrs Karachi
 Mr Lalchand T Wadhvani B E apptd to P W D Sep 19 20 Hd
 Qrs Karachi

Mr Joseph David Haden Tempy Hd Qrs Karachi

HEAD CLERK

Mr Chainrai Dowlatram Bhojwani, apptd to P W D 1-11-94, Hd Qrs, Karachi

INDUS LEFT BANK DIVISION

SUPERINTENDING ENGINEER

Mr Anthony Xavier Moraes, L C E, apptd to P W D March 1900

EXECUTIVE ENGINEERS

Mr A F Thorpe, Ex Engineer, Eastern Nara apptd to P W D Oct 02

Mr E P Watson, Ex Engineer Fuleh Canals, apptd Oct 09

Mr W Kirkpatrick, Lx Engineer, Northern Jamrao apptd Oct 10

Mr S A. Maybury Lewis, Ex Engineer, Southern Jamrao Canal Dist apptd Oct 10

Mr H A McArther, Ex Engineer Nasrat Canals, apptd to Southern Jamrao Canal Dist 1-4-03

Mr R Haines, Ex Engineer, Hyderabad Canals, apptd Oct 1902

ASSISTANT EXECUTIVE ENGINEERS

Mr. S. G Mustafa, A M INST L C E Northern J C apptd to P W D 1-10 17

ASSISTANT ENGINEERS

Mr Rujhumal T Thadani, Fuleh Canals, Dist

Mr. Ramchand B Kirpalani Fuleh Canals Dt

Mr Thuromal Tarachand Fuleh Canals Dt

Mr Jawhermal T Shahani, N Jamrao Canals Dt

Mr Khanchand J Mirchandani Hyderabad Canals Dt

Mr Khushaldas W Santani, Nasrat Canals Dt

HEAD CLERK

Mr Mulchand K K, Superintending Engineer I I B Office, Karachi

INDUS RIGHT BANK DIVISION

SUPERINTENDING ENGINEER

Mr. Burjorji Edulji Vachha, apptd to P W D April 1899

EXECUTIVE ENGINEERS

Mr. Anthony Nazareth Ex Engineer Karachi Canals, appts to P W D May 1895, Hd Qrs, Karachi

- Mr C E Aitken Ex Engineer Karachi Buildings apptd to P W D 1 10 11
- Mr Dajanan Sadashiv Joshi B E Ex Engineer Ghar Canals apptd to P W D 1 4 14
- Mr J L Grant Ex Engineer Western Nara Dt apptd to P W D October 1913
- Mr D R Satarawalla Ex Engineer Shikarpur Canals apptd to P W D 15-4-01
- Mr R H Hammett F A Engineer Begari Canals apptd to P W D 1 10 19

ASSISTANT EXECUTIVE ENGINEERS

- Mr Manekji J M Cursetji attached to Karachi Canals D apptd to P W D June 1915
- Mr E T Roch attached to Karachi Canals D Oct 1919
- Mr H C Crossle Persian Gulf Bushire apptd to P W D Oct 1907

ASSISTANT ENGINEERS

- Mr Alex D De Souza L C E Asstt Engineer Karachi Buildings apptd to P W D 1 6 96
- Mr K S Mosand attached to Shikarpur Canals Hd Qrs Shikarpur
- Mr Dharamdas Hiranand Punwami Asstt Engineer apptd to P W D June 1901
- Mr Chandumal P Dodeja Ghar Canals D at Sukkur
- Mr F C Ball Asstt Engineer Karachi Buildings Hd Qrs Karachi
- R S K C Advani Asstt Engineer attached to Karachi Buildings District Personal Asstt to Ex Engineer
- Mr J Mercer Asstt Consulting Architect Karachi Buildings Hd Qrs Karachi
- Mr Khushiram G Advani Western Nara Dt at Dadu

UPPER SUPERINTENDENT

- Mr Molai Lal T Solai attached to I L B Office

SUKKUR BARRAGE DIVISION

- Mr Charlton Scott Cholmel Harris n Suptdg En apptd to P W D Oct 1902
- Mr Arnold Albert Mu to F A Engineer apptd to P W D Oct 1907

ASSISTANT ENGINEERS

- R S Munjmal B Malkani Hd Qrs Karachi
- Mr G H Keswan Hd Qrs Karachi
- Mr Ramdas B Batra Hd Qrs Karachi

KARACHI MUNICIPALITY

President—Jamshed N R Mehta *Elected Members*—Dr Ahmed A M Messrs K S Abdina Alimohamed, Britto L Latin, Chagla Ghulam Hussain, Dinshaw Hoshang Nadarshaw E, Dipchand Chandumal, Dipchand T Ojha, Fakar Mahomed Duro Khan, Fiaz A A L Ghulam Hussain Kassim, Ghulam Hussain Sheikh Wally G dumal Fitchchand, Haji Abdulla Haroon Dr Haji Gulam Hussain Kassim Messrs Hussain Bhau Ismuljee, Ismail Dad Adam Jeramdas Bagumal, Jeswami T K, Kalumal Pahlumal Lalchand Hassamal Kundrani, Lokamal Chellaram Mahomed Khan Gazikhan, Moma Ardesher H Manilal J Vyas Mir Mahomed Baloch, Misquita M Dr Moses Solomon Messrs Mulchand kauromal Khilrani Nabi Bux Mahomed Pannath Narayandas Anardjee Dr Popatlal Bhopatkar Messrs Rahim Bessria Scott Oldfield H L Sobhanmal Balramdas Ojha, Dr Tarachand Jhamatmal Lalvani Messrs Tarachand K Shaham Tikamdas Wadhumal Tyabali A Karimji Usman Saleh Mahomed Dr Vishwanath B Patel Messrs Visram Narai Durgadas B Advani Wentworth Stanley C S

Elected by the Chamber of Commerce—Messrs F R Hawkes O R and S Moore

Elected by the Karachi Indian Merchants Association—Messrs Gidumal Lekhray and Sobhray Chetumal

Nominated by Government—The City Magistrate The City Deputy Collector The Officer Commanding Indian Infantry Regiment The President District Local Board Messrs Wali Mahomed Hassanally M L A and F Clayton M L C

Chief Officer Measham Lea Esq O B F M I N S T R
 Personal Assistant T J Bhojwani M A S T C D
 Asstt Chief Officer G W Lewis Esq
 Office Superintendent H J Tilley Esq
 Engineer D Barrington Brow Esq M I C R
 Auditor E N Khireghat Esq B A
 Doctor E D Sheriff Esq

MEDICAL AND JAILS

ASST DIRECTOR MEDICAL SERVICES SIND RAJPUTANA DISTRICT

Colonel F Wall C M G I M S apptd 1 11 1920

Colonel R Heard M B I M S

PORT HEALTH DEPARTMENT

Dr H Carey Venns B A, D I H Health Officer of the Port of Karachi

Asstt Surgeon J E Howard, I M D Assistant Port Health Officer
 Baharsing Toursing Advmt Sub Assistant Surgeon
 Mrs M. Lake Nurse Inspectress
 Mahomed Jaffer Shaikh Ibrahim Clerk

CIVIL SURGEONS ASSISTANT SURGEONS AND SUPERINTENDENTS OF PRISONS

Major A J Vernon Betts I M S Civil Surgeon Karachi apptd March 1921
 Lt Henry Reynold Byrne House Surgeon Civil Hospital Karachi
 Herbert Ellis Lucas Supdt and Jailor of the Dist Prison Karachi
 apptd 11 2 13
 Lieut Col R W Anthony F R C S I M S M B C M (F C I) Civil Surgeon
 and Supdt Lunatic Asylum Hyderabad
 R K Karnad M C P S Medical Registrar Civil Hospital Hyderabad
 S C Shrinikhande M C P S Surgical Registrar Hyderabad

NORTH WESTERN (STAT) RAILWAY

HEAD OFFICE LAHORE

F A Hadow Agent Lahore apptd Decr 1919
 Lt Col Walton D S O R F Dy Agent Lahore apptd May 1920
 A I Sleigh Dy Agent Lahore apptd Novr 1920
 J C Highet Asstt Agent Lahore apptd Oct 1921
 M S Gregory Asst Dy Agent Lahore apptd Oct 1918
 B L Cameron Asst Dy Agent Lahore apptd 1 Jan 1921
 K S Chirag Din, Persl Asst to Agent Lahore apptd 31 16
 E J R Holmes Office Supdt Lahore apptd May 1916

ENGINEERING DEPARTMENT

Col C W Wilkinson C M C D S O Chief Engineer apptd 16 7 91
 C B Barrie Superintending Engr apptd 23 5 91 (n l w c)
 A Lines Supdg Engineer S Section Lahore (Offs) apptd 1 10 97
 H D Green Supdg Engineer H Section Lahore (Offs) apptd 10 8 98
 F C Pavry Supdg Engineer C Section Lahore (Offs) apptd 5 1 01
 A L Sheikh Ty Engineer and P A to Dy Chief Engr S Sec Lahore
 apptd 31 7 16
 M R Dhand A E N and P A to Dy Chief Engineer C Section Lahore
 apptd 1 10 14
 Captain R E Gordon R E A E N and P A to Dy Chief Engineer N
 Section
 J E Heimig, A E N and S D O O T A 13 11 19
 T G R Eagan A E N and S D O Shikhar apptd 1 10 19
 R E C Oram Ty Engineer and S D O Khanna 11 6 16

W M Cargil, Signal Engineer, Lahore, 19 1 03
 E M Oram Offg Asstt Signal Engr, Karachi, 15 9 03
 Major L M Kent, O B E, R E, Ex Engr and P A to C E, Lahore, apptd.
 21 6-03
 Michael Noel Varvill, Ex Engr, Karachi, apptd 1-10-04
 E Watson, Ex Engr, Sukkur, apptd 15 9-05
 B C Drummond, Asst Engr, Karachi, 1-12-20
 F E Cole, Signal Engr apptd 28 10 98 (on leave)
 B N Chopra Asst Engr, Hyderabad, apptd 30 10 20
 J Scruby, Ex Engr, Q T A apptd 1-10 10
 John Mackinnon Ex Engr apptd 4 11 09 (on leave)
 M H Irani Tempy Engr Hyderabad apptd 21-1-05
 Ernest Bertram Neave Taylor Ex Engr and P A to C N, Karachi,
 apptd 20 10-09
 A T Fitzherbert, Ty Engr Sukkur, apptd 9 1 07
 Divakar Dutt, Asstt Engr, Sukkur, apptd 1-6 15
 B K Mukerji, Sub-Engineer and S D O, Sukkur, 1-5-93

TRAFFIC DEPARTMENT

Victor Hope Borth Traffic Manager, Lahore, apptd Dec. 1890, (on leave)
 Arthur Terance Stowell, Traffic Manager, Ofc, Lahore, apptd 1895
 William Septimus Ernest Sturat, Dy Traffic Manager, Lahore, apptd.
 4 8 93, (on leave)
 John Stewart Trench, Dy Traffic Manager, Lahore, apptd 7 9 99 (on leave)
 Frank Hubert Reaks, Dy Traffic Manager, Lahore, apptd Jan 1897
 John Hartly Chase Dy Traffic Manager, Lahore apptd Nov 1898
 William Pitt Freeman Tempy Dy Traffic Manager, apptd 18-8-05
 Digby Bruce Trevor Tempy Dy Traffic Manager, apptd April 1912
 Henry Francis Lockwood, Tempy Dy Traffic Manager, apptd 28-8-07
 John Dale Green Tempy Dy Traffic Manager, apptd 27 2 02
 V I Dean, D T S, Sukkur
 F R Hawkes O B E, Dist Traffic Supdt, Karachi, apptd Oct 1899
 Basil Moody, Dist Traffic Supdt, Karachi apptd 11-1-12
 H N Young, Asst Traffic Supdt, apptd 1-1-19
 W O, Karachi Offg Asst Traffic Supdt,
 J D D Cunha, Tempy Asst Traffic Supdt, apptd Sep 1919
 L C F Matheson A T S and Wharf Supdt, Keaman, apptd. 4-5-10
 S S Stubbs, Asst Traf Supdt Karachi, apptd Dec 1919
 Hussain Khan Zaffar, Asst Traffic Supdt, Sukkur, apptd January 1917
 H L. Thorne, Asst Traffic Supdt, apptd September 1905

CARRIAGE AND WAGON DEPARTMENT

A E. Pearse, Car and Wag Supdt, apptd 19-11-98

Henry Johnson Charlton Dy Car and Wag Supdt Lahore, apptd 3 12 10
E H Keelan Dist Car and Wag Supdt apptd 22 9 08 (on leave)
Edward Leshe Mamco Works Supdt Lahore apptd 22 1 11
J S Mahony Dist Car and Wag Supdt Lahore apptd 28 3 13
A E S Fletcher Works Supdt C & W Shops Lahore apptd July 1914
(on leave)
H M Walker Offg Dist Car Supdt Karachi apptd Nov 1915
E King, Dy Dist Car Supdt Saharanpur apptd 15 11 20
S H Clarke Offg Dist Car Supdt Sukkur apptd 1 8 05
N Johnson Offg Dist Car Supdt Rawalundi apptd April 1920
C N Silvester Asst Car Supdt Lahore apptd April 1920
J E Wood Asst Car Supt Lahor apptd Feb 1905 (on leave)
H Taylor Offg Asst Car Supdt Lahore apptd 23 10 1900
T M Robinson Asst Car Supdt Lahore apptd 7 3 22
H Graham Dy Asst Car Supdt Lahore apptd 13 1 05
C B Greig Offg Asst Car Supdt apptd 3 12 10

Jean William Thomas Pilot apptd 1 11-07
 H T Bennie Pilot apptd 1 12-08
 F T White Pilot apptd 26 5 13

POST OFFICES

S W Mavlinkar M A Supdt of Post Offices I R B and Pers on Gulf
 Division Karachi
 Hasomal Hotchand Gurshani Supdt of Post Offices I L B D v (Hyder
 abad) Sind
 J D Pereira Post Master Karachi

LOCAL POSTAL BRANCHES AND THE OFFICERS IN CHARGE ARE — Marica
 Mr Bhannushanker Kamori Mr Mohamed Ismail Karachi City Mr
 Tirathdas Bunder Road Mr Kungumal Nigrahi Road Mr Hamraj,
 Richa Road Mr Patabhai Soldier Bazar Mr R Ahmed
 Karachi Camp Mr Tahiram Iqbal Hall Mr Purshotam
 Convalescent Camp Mr Ghoshchand Western Command Mr
 S A D Silva

PUBLIC HEALTH DEPARTMENT

Dr J L Pinto L M D P H Assistant Director of Public Health, Sind Re-
 gistration District apptd 5 9 18
 F L Barretto L M & S (Bom) D P H (Centab) Officer in Charge Public
 Health Laboratory at Karachi apptd 27 12 19

SUPERINTENDENT OF VACCINATION AND INSPECTORS OF SANITATION
AND VACCINATION

F Tilokchand Khemchand *sub pro tem* Superintendent of Vaccination and
 Registrar of Births and Deaths Karachi
 Mr Jashanmal Chaudhri Inspector of Sanitation and Vaccination N
 wabshah District
 Mr Jiwatru Senani Inspector of Sanitation and Vaccination Hyderabad
 District
 Mr Hussain Khan Rahim Khan Inspector of Sanitation and Vaccina-
 tion Karachi District
 Mr Abdul Rahim Walid baksh Inspector of Sanitation and Vaccination
 Sukkur District
 Mr Jethmal Nebhrai Inspector of Sanitation and Vaccination Larkana
 Mr Chandiram Lachuram *sub-pro tem* Inspector of Sanitation and Vaccina-
 tion, Thar and Parkar District

TOWN PLANNING AND VALUATION DEPARTMENT

Consulting Surveyor to the Government of Bombay A F Mirams Esq
 FSI FSA FRSI,
 Assistant Consulting Surveyor Major T H G Stamper MC FCI
 Telegrams—CONSULTOR
 Telephone—124 POONA
 Telephone—552 Karachi
 BRANCH OFFICE,
 82 Artillery Madan
 KARACHI

VETERINARY DEPARTMENT IN SIND (CIVIL)

J H G Jerrom MRCVS Superintendent Civil Veterinary Department
 Sind Baluchistan and Rajputana
 K B S G Hay C VSC Deputy Superintendent Civil Veterinary De-
 partment, Sind

John William Thomas, Pilot, apptd 1 11-07
 H T Bennie, Pilot, apptd 1 12-08
 F T White, Pilot, apptd 26-5 13

POST OFFICES

S W Maylankar M.A., Supdt of Post Offices I R B and Persian Gulf
 Division Karachi
 Hasomal Hotchand Gurshani Supdt of Post Offices I L B Div (Hydrabad) Sind
 J D Pereira Post Master Karachi

LOCAL POSTAL BRANCHES AND THE OFFICERS IN CHARGE ARE — Major
 Mr Bhannushanker Kamari Mr Mohamed Imad Karachi City Mr
 Tirathdas Bhinder Road Mr Kungumal Nayer Road Mr. Hameed,
 Roshare Lites Mr Pataber, Sukler Bazar, Mr R Ghosal
 Karachi Camp Mr Thilram Trere Hill Mr Purshatam
 Convalescent Camp Mr Ghurshamdas, Western Command Mr
 A D Silva

PUBLIC HEALTH DEPARTMENT

Dr J L Pinto L.M.D.P.H. Assistant Director of Public Health, Sind Re-
 gistration District apptd 5-9-18
 Dr I Barretto L.M. & S. (Bom) D.P.H. (Cantab) Officer in Charge, Public
 Health Laboratory at Karachi apptd 27 12-19

SUPERINTENDENT OF VACCINATION AND INSPECTORS OF SANITATION
AND VACCINATION.

Dr Tilokchand Khemchand *sub pro tem* Superintendent of Vaccination and
 Registrar of Births and Deaths Karachi
 Mr Jashanmal Chandiram Inspector of Sanitation and Vaccination A
 wabshahi District
 Mr Jiwatram Seemal Inspector of Sanitation and Vaccination Hyderabad
 District
 Mr Hussain Khan Rahmar Khan Inspector of Sanitation and Vaccina-
 tion Karachi District
 Mr Abdul Rahim Wahid bakhsh Inspector of Sanitation and Vaccination
 Sukkur District
 Mr Jethmal Nebhraj Inspector of Sanitation and Vaccination Larkana
 Mr Chandiram Lachiram *sub-protem* Inspector of Sanitation and Vaccina-
 tion, Thar and Parkar District

TOWN PLANNING AND VALUATION DEPARTMENT

Consulting Surveyor to the Government of Bombay, A E Mirams, Esq
 F.S.I., F.S.A., F.R.S.I.,
 Assistant Consulting Surveyor, Major T H G Stampfer, M.C., F.C.I.
 Telegrams—CONSUVEYOR
 Telephone—124 POONA
 Telephone—552, Karachi
 BRANCH OFFICE;
 82 Artillery Medium
 KARACHI

VETERINARY DEPARTMENT IN SIND (CIVIL)

J H G Jerrom M.R.C.V.S., Superintendent, Civil Veterinary Department
 Sind, Baluchistan and Rajputana
 K. B S G Hap, G.V.C., Deputy Superintendent, Civil Veterinary De-
 partment, Sind



The building of the Corporation's Central Generating Station in Flinder Road, Karachi, was commenced in October 1913 and completed in March 1915 with the installation of three Diesel Oil Engines coupled to three Dynamos capable of generating 386 kilowatts of electrical energy. The Power Station was formally opened by the then Commissioner in Sindh Mr R. P. Barrow, I.C.S., on the 31st March 1915 and the supply of electricity to the Public commenced that evening to some half dozen consumers.

From that small beginning the enterprise has developed rapidly and continuously. In common with most industrial undertakings, its progress was retarded by the Great War, it being quite impossible to obtain further generating plant from England, but in spite of that there was no break in the yearly increase in its output. A fourth generating set of 210 kilowatts was installed in August 1917 which filled the remaining available space in the original Power Station and in July 1919 the building had to be extended to accommodate further plant to meet the ever increasing demand for current. Two further generating sets of 210 kilowatts each were installed in the enlarged building and yet another set of the same capacity in 1920. In all, therefore, the present plant consists of seven sets of Diesel engines and Dynamos capable of generating 1,226 kilowatts and the number of consumers has grown to over 2,000. To meet the cost of these extensions, the paid up Capital of the Corporation was successively raised to seven lakhs (1915), nine lakhs (1916), ten lakhs (1917) and thirteen lakhs (1920), whilst in the latter year, looking to the rapidly increasing present demands and the anticipated large requirements in the future, the authorized Capital of the Corporation was increased from ten to thirty lakhs of rupees.

Up to this point the Corporation had only been able to supply current within the limited radius of the City and Town itself, but a demand now arose from the outlying suburb of Keamari. Technical reasons necessitate a different type of generating Machinery for supply beyond a certain radius from the Power House and Keamari is outside this radius. Hence a further extension of the Central Generating Station was decided upon and carried out in 1921 for the accommodation of the necessary additional machinery to supply Keamari. This machinery has now arrived and is in an advanced stage of installation.

Whilst the above extension was in progress, the opportunity was taken of including in the extension an entirely new and enlarged workshop to accommodate the various subsidiary machinery required to keep the power generating plant in good running order.

During the time that the latter increases in output capacity were being made to meet immediate demands which absorbed the greater production as fast as it was provided it was becoming evident that the development of the outlying suburbs of Karachi such as Cincinnati Town Drigh Road Malir Clifton and probably not far hence Ghizree would soon create a demand for the extension of the Corporation's services to these places which, like Keamari are outside the radius of the original system of supply. Accordingly a scheme was evolved to *double* as soon as possible the capacity of the Central Generating Station. This will be done by building what will be practically a new Power House alongside the existing one and the installation therein of three sets of Diesel engines and Dynamos each of 510 kilowatts capacity and able to send out current to the outlying suburbs above mentioned. These additions will bring the total possible output up to 2 750 kilowatts as compared with 386 kilowatts when the Corporation first started business. They will involve the raising of additional Capital but as all this additional capital will not be required immediately the Directors are in the meantime inviting fixed deposits towards the new issue on very favourable terms.

The *net profits* of the Corporation have grown from the modest figure of Rs. 35 514 in the first year to over Rs. 1 15 000 during the year ended 31st March 1922. The dividend for the first year was 5 per cent (Income Tax deducted) whilst that for the half year ended 31st March 1922 was at the rate of nine per cent free of Income Tax. No less than Rs. 5 37 506 has been set aside as a Depreciation Fund (the machinery in the meantime being kept in thorough working order) whilst a sum of over Rs. 21 000 (equal to a Dividend of over one and a half per cent per annum) has been *carried forward* into the current Profit and Loss Account for the benefit of the current year. These figures speak for themselves.

The Board of Directors now consists of the following well known gentlemen—Sir M. de P. Webb Kt. C.I.F. C.B.E. M.I.A. (*Chairman*) Sir Jehangir H. Kothari Kt. O.B.E. Rai Sahib Chellaram Dullaomal Khan Bahadur Nusservanjee R. Mehta and Messrs. B. J. James Mohi M. Farjee T. C. Beaumont Shrivattan G. Mohatta and Sunderdas Valbidis.

The Corporation's *Bankers* are the Alliance Bank of India Ltd. *Legal Adviser* Mr. Rupchand Bihram F.A.L.B. *Consulting Engineers* Messrs. Hindcock and Dykes London. *Editors* Messrs. A. I. Ferguson & Co. and *Managers Agents*—

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Karachi 31st May 1922

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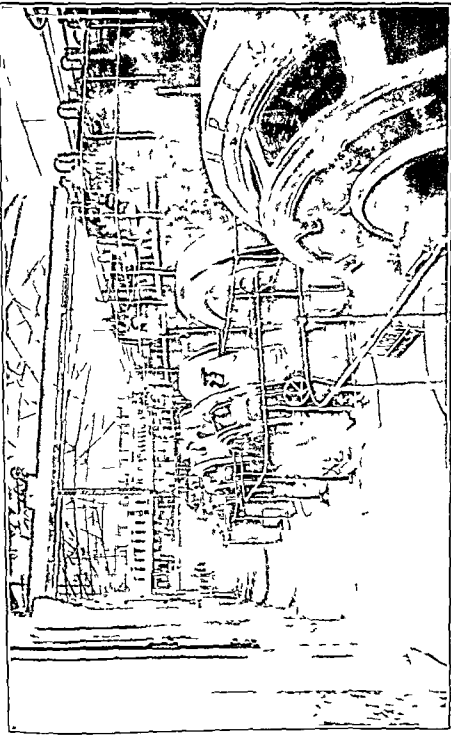
Electrical Department,

Corner of Bunder Road & Dunolly Road,

KARACHI

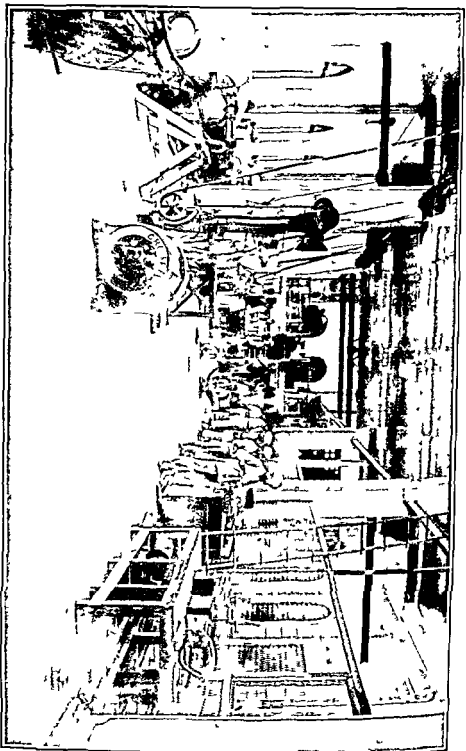
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Vol 195

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KARACHI

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- (d) To inaugurate, manage and carry on Co operative Building Societies
- (e) To lease or purchase land

The Karachi Building & Development Co., Ltd.

MANAGING AGENTS—

Messrs. Forbes, Forbes, Campbell & Co., Ltd.,
Corner of Bunder & Dunolly Roads, Karachi.

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- SUJANSING M N** Life Fire Marine Insurance Agent and Manufacturers Representative Bunder Road Assistants MULJI KESHODAS DUBE and R KHAN Tel No 816 Tel Add Sire P O Box No 170 Bentleys A B C 5th Ed and Private
- SULLIMAN FSSAJI** Boat and Shot Manufacturers Liphinstone Street
- SULLEMANJI TYABALI A** Perfumery and Tea Mer Rambarthi Road
- SULZLR BRUDERER & CO** Importers of Piece goods and Sundries Bunder Road Manager (ANGARAM PARMANAND Tel No 330 Tel Add Turicum P O Box No 19
- SUNDLRI JETHA** Merchant Joria Bazaar Tel No 551
- SURAT SWADFSHI STORFS** Bunder Road
- SUZUKI & CO** Shipowners etc Head Office London Agents in Karachi FORBES FORBES CAMPBELL & Co corner of Dunolly and Bunder Roads

Agents Clearing Forward
ad Tel No 560 Tel Add

I

- TAKANDAS HEMRAJ KATARIA** Opticians Perfumers and Fancy Goods Merchants Bunder Road Tel Add Sunglasses
- TARASING HORA & SONS** Wholesale wine and spirits Merchants 239 Bunder Road Managers—N J PAREKH M B RINDANI Head Office Lahore Tel Add Hora Codes A B C 5th and 6th Edition
- TARACHAND GHANSHAMDASS** Bankers and Commission Agents Napier Road Managers—B Chuwalla B Bazarji Brokers—Shamial Ganpatrai Tel No 159 Tel Add Sethpoddar P O Box No 44
- TATFERSFIELD COMPANY** Wool Merchants McLeod Road Managers—W S DLANE I C FORBES H C GOKALDAS LAXHIMAI Tel No 830 Tel Add Lovible P O Box No 189 Codes—Bentleys Western Union and Private
- TAXIS LTD** Automobile Engineers and Transport Contractors Inverarity Road Managing Director—A W WATKINS Taxi Department Manager, SARDAR ALI Works Manager—M S DEES Sales Manager—N BATSON Tel No 800 Tel Add Taxes Codes A B C 5th Edition
- TEKCHAND T** Wholesale General Merchants and Commission Agents New Market Road Manager—MR SUGNAMAL KHANCHAND THAWOMAL KHANCHAND Tel No 819 Codes Bentleys complete phrase code
- THOMAS & SONS G I** Soap Manufacturers Bhimpura
- THOMAS M G Mrs** Medical Practitioner Lawrence Road
- hi Cloth Napier Road
888
Commission Agents
and Branches Karami and
TIRATHSINCH JAHAMATMAL
KUNDANMAL Tel Add
- Tirathco Codes A B C 5th Edition and Bentleys
- TIRATHIDAS LOONDIRAM** Bankers Rampart row Managers Pararam and B Menda Assistants C L Baji P. Samandas and J. Chaula Brokers Gopaldas Bazarimal and Hassanand, H C Jamnadas Tel No 769 Tel Add Joswarup P O Box No 28

- TOLARAM & CO Swadeshi Cloth Sellers Napier Road
 TOYO KISHEN KAISHA Agents in Karachi—FORBES FORBES (CAMPELL & Co
 LTD, Corner of Dunolly and Bunder Roads
 TOYO MENKA KAISHA LTD (The Oriental Trading Cotton Co Ltd) (In
 incorporated in Japan), Dealers in Cotton Piece goods and Yarn McLeod Road
 Agents—T HAYAKAWA Brokers—M THAKURDAS (Piece goods Greys and
 Fancy), ISSFRDAS (Cotton) Salesman—NOWROZE N KADRAJEE Tel No 348
 Tel Add Superfine and Memhutoyoh Codes Bentley's A B C 5th Ed
 and Private P O Box No 64
 TRIBHOWANDAS & CO Commission Agents Napier Road Managing Proprietor
 Mehta and C P Mehta

1 No 408
 orated the Eastern Insu
 ACKENZIE & Co McLeod

Tel No 315

Forewarding Agents London
 in Karachi—THE EASTERN
 Roads
 al Merchants Bunder Road

Tel No 770

- TYABALLY MOOSAJI AND BROS Merchants Wholesale and Retail Dealers
 in Silk and Hosiery Elphinstone Street Camp

U

- UDHAWDAS CHOITHIRAM OF SUKHLAR Agent to UDHAWDAS CHETOOMAL &
 Bros, of Marriott Road Karachi
 UDHAWDAS CHETOOMAL & BROS Sugar Exporters and Commission Agents
 Marriott Road Manager (C UDHAWDAS Assistant J UDHAWDAS Brokers
 M MADANMAL Head Clerk T UDHAWDAS Tel No 637 Tel Add Anand
 Codes A B C 5th Edition
 UMERSHI & CO A M Wholesale Stationers and Paper Merchants Serai Road
 GNANI MEDICAL HALL Unani Medicines Seller Bunder Road
 UNDERWRITING ASSOCIATION OF LONDON Agents A M & Co Bunder
 Road
 UNION ASSURANCE SOCIETY LTD Agents in Karachi MACKINNON, MACKEN
 zier & Co McLeod Road Tel No 3 and 518 Tel Add Mackinnons
 UNION INSURANCE SOCIETY OF CANTON LTD Agents Volkart Bros
 McLeod Road
 UNION MARINE INSURANCE CO LTD Agents Macdonald & Co Dunolly
 Road and Fleming Shaw & Co Dunolly Road
 UNION PRESS LTD Printers Publishers and Stationers Elphinstone Street
 Manager FLYNN LONCECA
 UNION TRADING AGENCY Clearing, Forwarding and Shipping Agents and
 Indian Piece goods Merchants Napier Road Manager M A MOHAMED
 Assistant BASHIR AHMED Tel Add Clearing Codes A B C 5th
 Edition
 UNIVERSAL ENGINEERING CO Hardware and Metal Merchants Bunder Road
 Tel No 658
 UNIVERSAL SHIPPING AND FORWARDING CO LTD London Liverpool
 New York etc Agents in Karachi THE EASTERN EXPRESS CO LTD corner
 of Dunolly and Bunder Road
 UCHER SINDH RAILWAYS JACOBABAD KISHMORE FEIDER LD
 Registered Office corner of Bunder and Dunolly Roads Karachi Board—
 SIR MURRAY W B BART CIE CIE MIA Chairman I C BEAUMONT
 ESC RAI SAHIB CHITARAM DILLI MAL B I JONES ESC and HOSHANG
 N I DUNSHAW I MURDOCH & Co FORBES FORBES (CAMPELL & Co
 LTD

- UTAMCHAND CHITLARAM Merchant Marriott Road Tel No 636
 UTAM JASHAN & CO Commission Agents Trading in Hosiery Cutlery Stationery
 and Watches Bunder Road
 UTOMAL CHITLARAM Merchant Chitambar Tel No 416

V

- VACCIM OIL COMPANY Agents in Karachi—ANDERSON and Co McLeod Road
 VAMAN LABAIBRAO PANE Soda-water Factory Pind Road

VAN OPPEN & CO Shipping and Forwarding Agents London Liverpool
Glasgow Paris New York etc Agents in Karachi—The Eastern Express
Co Ltd Corner of Dunolly and Bunder Roads
VELJI NARAINJI & Co Hardware Merchants and Contractors Frere Road.
VETERINARY HOSPITAL AND SHOFING FORGE 42 Somerset Lines facing
K A V Club Camp Prop Dr V Lewis (Late R A V C)
VENANTIUS & Co S B Stationers Somers t St Camp
VICTOR BROS Chemists and Druggists Preedy Road
VICTORIA CHEMICAL AND MANUFACTURING WORKS Vinegar and patent
medicine manufacturers and chemical importers Bunder Road Manager—
R I Tel No 787 Tel Add
Ag
VICTOR and Bookbnders etc
Proj 68 and 867 Tel Add
Parsi Sansar A B C 5th Edit on and Private
VIRJI & CO Estate Brokers Market Quarter

road
kha Lines
VISHRAM VARSII & CO Dwarka Cement Factory Agent Bunder Road Oppo
Max Denso Hall
VISSANJI SONS & CO Merchants Export and Import McLeod Road 11 No
517 Tel Add Moon Agents—NURSEEDAS NANJI Brokers—HUNDAMAL
ISSARDAS & Co
VOLKART BROS Merchants and Steamship Agents McLeod Road Manager—
J LENZ Assistants—J R AFFELTRANGER E HURLIMANN E SCHWARZ J
MORF O LAUPER H HUBER J BELMONT GUY DE PITARD H BEERLI
Broker—SOBHRAJ CHAINRAI Tel Nos 13 and 666 Tel Add Volkart
P O Box No 22 Codes Bentley s etc

W

WADHWA AND Co Automobile Engineers Manufacturers Representatives Dea
lers and Direct Importers of well known English and American Cycles Mo
tor cycles and Motor Cars Elphinstone Street Camp Tel No 318 Tel Add
Cwaco
WAGLE & CO R P General Merchants and Exporters of Piece goods Bunder
Road Manager M R Kanvinde Salesman G Metharam Tel Add Kanari
WAHIDUDDIN MOHD SHAFFET H Cigarette Tobacco and General Mer
chants Bunder Road
WALFORD FORWARDING CORPORATION New York Montreal Office Walford
Shipping Co Ltd London Office Leopold Walford Ltd Shipping and Forward
ing Agents Agents in Karachi The Eastern Express Co Ltd Corner of
Dunolly and Bunder Roads
WALIMAHOMED LUTAFALI Merchant Khoja Lane Tel No 398
WANIA H
WARDEN Typewriter
etc B
WATSON THE EASTERN
EXPRESS Co, LTD Corner of Dunolly and Bunder Roads
WELLDONE COMPANY Ice and Minera
WESTERN COMMERCIAL CORPORATI
Bonton Distempers Fibrous Plaster
and commercial agents Proprietors—J
P O Box 51
WESTERN ELECTRIC COMPANY Electrical Engineers and Contractors
Bunder Road
WESTERN INDIA ELECTRIC CO Electrical Engineers and Contractors Pro
prietors—D D BILLIMORIA Moradkhan Lane Garden Road
WEST'S PATENT PRESS CO LTD Bombay etc Agents in Karachi—FORBES
FORBES CAMPBELL & Co LTD Corner of Dunolly and Bunder Roads
WHITLEY & CO LTD GEO W Shipping and Forwarding Agents London
The Eastern Express

WILSON & CO H WHITE, Importers of Piece-goods, Metals, Hardware Sundries
Wine and Spirit Merchants McLeod Road, Manager B R ANAND BROKERS
TEHRAM AND KISHANDAS KARAM HAN H C LITAM HAN BH JRAJ
Tel No 690 Tel Add Dobbies P O Box No 94
WILSON & CO OF MURREE, Agents to MESSRS. COCKBURN & Co Wine Merchants
McLeod Road Karachi —

& Co Bunder Road
WORLD TRANSPORT AGENCY Shipping Agents London, Agents in Karachi
EASTERN EXPRESS & Co LTD Corner of Dunolly and Bunder Roads
WYSE H Tailors and Outfitters Victoria Road

XAVIER & CO Tobaccoists and General Merchants Inverarity Road Camp

YACHTING & BOAT ASSOCIATION LTD MARINE Agents—E. D
Karachi
YACHTING Havelock Road General Secretary
id Manhood
YACHTING Elphinstone Street
YACHTING Bunder Road Tel No 6. Tel
s Bunder Road Tel No 688

YUSAFALI ALIBHOY KARIMJI & CO, Merchants, Import Export and Commission Agents and Piece goods Merchants 728 Napier Road Tel No 294 Tel
Add Yusufali Codes Bentley's A B C 5th Edition and Marcon

YUSAFALI MAHOMEDALI ANTRIA & BROS Importers of Oil and Paints
Turpentine Dry Colours Hardware etc Dealers in BOC and Lion Brand
Candles Newman Road (New Market near Khori Garden)

YUSAFALI MAHOMEDALI NOLA LOOKMANJI Sugar Mer and Commission
Agents Napier Road Tel Add Naal Manager—S M CHAVAN Head Clerk
—P P MENTA Codes A B C 5th Edition

YUSAFALI MEERBHOY KARIMJI & CO Piece goods Merchants and Agents
Bunder Road

YOUSAFALI & CO S Dealers in Oils Paints Varnishes Colours Iron and Hardware
Sera Road Tel Add Varnish

YOUSAF KARIM JAVERI Steel Trunk Merchant Bunder Road

YOUSIF BIN MARZOOK Merchant 1 Street Tel No 683

ZANZIBARWALLA A H Incandescent Lamp Maker and Electric Lamp Repairer
Clarke Street

Saving the Secret of Success

WHERE TO INVEST

YOUR SAVINGS

See Appendix—B Page 7

BHAGCHAND & Co Bunder Road
 BRITISH BOOT MART Elphinstone Street Camp
 BRITTO J & M Elphinstone Street
 CASH BOOT HOUSE Somerset St
 CHILDREN'S HEAD & FOOT WEAR HOUSE Elphinstone Street
 DARYANAMAL & BROS Elphinstone Street Camp
 D SOUZA & SONS DAVID Elphinstone Street
 ELGIN MILLS DEPOT Agents Samuel Fitze & Co Elphinstone Street Camp
 ELLIAS KASSIM Mithadar
 FINE ART FOOTWEAR HOUSE Freie Street Camp
 HAJEE JAN MAHOMED & SON S Somerset Street
 HAMIDIA BOUT HOUSE Napier Road
 HEAD & FOOT WEAR HOUSE 98 Elphinstone Street Camp
 HOAR & Co Elphinstone Street Camp
 HUSSAIN JOOMA & Co A K Napier Road
 KARACHI SUPPLY LTD Elphinstone Street Camp
 NOORHOVA JAFFERJI & SONS Elphinstone Street
 QOSMAN & Co H M Bunder Road
 RASOOLJI & Co A M Somerset Street

BROKERS (Finance Steamer Share Stock and Estate)

ALIM & Co Bunder Road
 ANDERSON & Co Nicol Road
 BEAUMONT & Co Wood St
 COUPER & YOUNG Dunolly Road
 *DALAI & SONS D S 37 Depot Lines
 DASTUR & Co R and J 1 B Native Infantry Lines
 DIARANDAS KHUSHIRAM & Co Bunder Road
 FORBES FORBES CAMPBELL & Co LTD
 *GODHOOMAL THAKURDAS & Co Kharadar near Cloth Market City
 GULAB & Co Bunder Road
 CUNNIS & Co LTD C P McLeod Road
 HOSKING & SONS C P McLeod Road

MANA & Co M H Marriott Road
 NEBHANDAS JETHANAND Nicol Road
 NIRMALDAS & SONS opposite Old Jail Bunder Road
 PUNTHAKES & Co J 1 Punthakey Rasoolji's Building Max Densu Hall
 *SOMAKE & Co MOSE Victoria Road
 VIRJI CHANIPAM & Co Bunder Road

BURIAL

111 BUREAU 10105 Her Majesty's Street

BUILDERS

ANDERSON ASA POTA 10105 Her Majesty's Street 10105 Her Majesty's Street
 10105 Her Majesty's Street 10105 Her Majesty's Street

Forbes, Campbell & Co Ltd

BUILDING MATERIAL MERCHANTS

ABDOOLALY MOHAMMED & SONS Marriott Road
 ADAMJEE BHOODALHOY & SONS Jail Road
 ANDERSON AND ASARPOTA
 BEAUMONT & Co Wood Street
 BELLARAM MOHANDASS New Market Shop No 931 Marriott Road
 CROWDER & Co LTD W McLeod Road
 CROWDER ENGINEERING WORKS LTD McLeod Road
 EMIRIE HARDWARE & METAL MART Bunder Road
 FAWCETT RYRIE & Co Nicol Road
 FLEMING & Co JOHN McLeod Road
 FORBES FORBES CAMPBELL & Co LTD
 GANNON JOHN C McLeod Road
 GIDAMAL BHAGCI AND & Co Bunder Road
 JACFS & Co WILLIAM Lundie Road

RAVAL & Co, Bunder Road
 ODDIN-TAYLOR & PRATT, LTD, Elphinstone Street
 VOLKART BROS, McLeod Road
 WARDEN & Co, Bunder Road

CARRIAGE BUILDERS

ABDULHUSSAIN MOOSAJI & SONS Garden Road
 CHEENA UMERSEE Bunder Road
 COSSER & Co, LTD, T, Wood Street
 HERMAN B R AND MOHATTA LTD, McLeod Road
 HUSSAIN JOOMA & Co, A K Bunder Rd
 KARIMJEE GOOLAMHUSSEIN, Court Road
 MOOSAJEE & Co Frere Street
 SODAWATERWALLA, A M, Lawrence Road

CHEMISTS AND DRUGGISTS

Bryce & Co, Elphinstone Street, Camp

Camp

PATEL & SONS Elphinstone Street
 SHAHANI MEDICAL STORES near High School Bunder Road
 SIND PHARMACY, 621, Freedy Road
 SPEECHLY, E, Elphinstone Street
 STAR MEDICAL STORES, Bunder Road
 ODDIN-TAYLOR & PRATT LTD, Elphinstone Street
 LIRATH & Co, J, Bunder Road
 VICTOR BROS, Freedy Road
 VICTORIA CHEMICAL & MANUFACTURING WORKS Rattan Tank & Frere Road

CHINA CROCKERY AND GLASSWARE DEALERS

BYRAMJI EDULJI & Co Victoria Road
 CHOONILAL & Co M Bunder Road
 EBRAHIM PEERMAHOMED & Co, Bunder Road
 HIROSE & Co 1789, Elphinstone Street, Camp
 KARACHI FURNISHING Co opposite Arsenal Victoria Road

et

reet

bunder Road

STERLING CROCKERY Co Elphinstone Street
 VISHINDAS T & Co, Bunder Road

CIGARETTE AND CIGAR MERCHANTS

ASOODAMAI HURBHAGWANDAS Marriott Road
 BUKSH ELLAHIE & Co, Bunder Road
 BYRAMJI EDULJI & Co Victoria Road and Keamars
 CO-OPERATIVE STORES Elphinstone Street
 DAYARAM BROS 1874 Elphinstone Street
 FAZLUR RAHMAN & BROS 11 Marriott and Bunder Roads
 FRAMJI SORABJI & SONS Frere Street
 HAJEE DOSUL & SONS 1 Elphinstone Street
 HAJEE LATIF ALI Bunder Road
 HAJEE MAHMOUD BUKSH MOHAMED IBRAHIM Bunder Road

BYRAMJI & Co, Bunder Road

RODRIGUES & Co Elphinstone Street
 SOOMAR & Co ADAM, Frere Street
 SPENCER & Co LTI (Factory Dnd gul) Bunder Road
 XAVIER & Co Inverarity Road Camp

CINEMAS THEATRES ETC

CROWN CINEMA Bunder Road
 IMPERIAL CINEMA (Parsi Nazrooz Theatre) Bunder Road
 KOHINOOR CINEMA Diamond Theatre Bunder Road
 PALACE THEATRE near the Snd Club Scandal Point Road
 SEJPAL THEATRE Old Jail Road
 SHEWARAM THEATRE Ldbtter Road
 SHIKARPUR RAMA THEATRE Napier Road
 STAR CINEMA Bunder Road

CLEARING AND FORWARDING AGENTS

ABDOOLALLY MOSSADHOY & SONS Marr ott Road
 AMERICAN EXPRESS Co Agents in Karachi The Eastern Express Co Ltd
 ARMY AND NAVY STORES AGENTS THE EASTERN EXPRESS Co Ltd
 PURJORJI COV ASJI & Co Kamar and Bunder Road
 COOK & SON Thos Baggage Agents The Eastern Express Co Ltd
 COX & SHIPING AGENCY LTD McLeod Road
 DASTUR & Co R A J I B Native Infantry Lines
 DOONGERSI LOWJI & Co Old Jail Road City
 EASTERN EXP
 EAST INDIA C
 EBRAHIMJEE
 GERHARD & F
 GHANDY & Co
 GRINDLAY & Co London Agents in Karachi The Eastern Express Co Ltd
 HAJI MAHBU B BUKSHI MOHAMED IBRAHIM Bunder Road
 HEWETT & Co J D Agts The Eastern Express Co Ltd
 HORNLSJEE & Co B Marr ott Road
 HURNU PERON & Co LTD Lon Agent in Karachi The Eastern Express Co Ltd
 JAMASJEE & SONS LTD McLeod Road
 KAIKORAD PESTONJEE Garden Road and Sera Road City
 The Eastern Express Co Ltd
 amp
 Agents The Eastern Express Co Ltd
 & Co McLeod Road
 tern Express Co Ltd
 The Eastern Express Co Ltd
 MOLLER OTTO (1) & Co Ltd & Bre & etc Agents The Eastern Express Co Ltd
 McLeod Road

OCEANIC TRANSIT Co New York Lon L pool Hamburg Paris etc ditto
 PITT & SCOTT LTD London Agents in Karachi The Eastern Express Co Ltd
 PUTHET & Co Paris Lyons Marseilles Havre etc Agents The E E Co Ltd
 RICHARD & Co C B New York, Agts in Karachi The Eastern Express Co Ltd
 SHAH BROS S M Ramswam Quarters Karachi
 SHELDON & Co C W L pool Paris New York etc Agents The F F Co Ltd
 SHIVJI NANJI & SONS Old Market Bunder Road
 SMITH & Co ARBUCKLE Glas Agents in Karachi The Eastern Express Co Ltd
 STOCKWELL & Co LTD Lon L pool & etc Agts The Eastern Express Co Ltd
 SUTTON & Co London & Liverpool Agents The Eastern Express Co Ltd
 UNITED STATE EXPRESS Co NEW YORK LON etc Ditto
 UNIVERSAL SHIPPING FORWARDING Co LTD Lon L pool N Y etc Ditto
 V OFFEN & Co LTD Lon L pool Chas N Y etc Agents The E E Co Ltd
 WALBAUM (M) & FOSSETTI Lon & p Dunkirk Calas etc Ditto
 WHEATLEY & Co LTD GEO W L L L pool Chas and Paris Ditto
 WHITE & Co LTD Southampton Agts in Karachi The Eastern Express Co Ltd
 WINGATE (W) & JOHNSON LTD L pool Glas Agts The E F Co Ltd
 WORLD TRANSPORT AGENCY Lon Agts in Karachi The E F Co Ltd
 WRIGHT & Co PHARMAN Melbourne Sydney Agents in Karachi The E E Co Ltd

PESTONJI BHICAJI, Keamar
 RAVAL & Co, Bunder Road
 RUTTANCHAND G V Rampart Row
 SOPARIWALLA & Co, K J, Preedy Road near Empress Market
 STANDARD ENGINEERING Co 54, New Cloth Market, Bunder Road
 TYABALI KADHIFHOV LOTIA & Co, Bunder Road
 VALJIJI MOTARJI & Co, Bunder Road
 VIJIJI NARAINJEE & Co, Frere Road
 WARDEN & Co, Bunder Road

CO OPERATIVE STORES & SOCIETIES

ARMY & NAVY CO-OP STORES SOCIETY, LTD, Agts The Eastern Express Co, Ltd
 SIND CENTRAL CO OPERATIVE BANK LTD, Sera Quarter
 CO OPERATIVE STORES Elphinstone Street, Camp
 SIND JUVENILE CO OPERATIVE SOCIETY Elphinstone Street

COTTON (RAW) EXPORTERS

DAVID SASSOON & Co, LTD, McLeod Rd
 GILI & Co, Ncol Road
 MITSUI BUSSAN KAISHA, LTD, McLeod Road
 NIPPON MENKA KAISHA LTD (The Jap Cot Tra Co, Ltd) McNeil Road
 PATFL BROS Cotton Exporters, Bunder Road
 PUNTHAKY & Co, (Jehangir Punthakey), Rasoolji's Bldng, Bunder Road
 RAHJI BROS, McLeod Road
 TOYO MENKA KAISHA, LTD, (Oriental Cotton Trade Co, Ltd), McLeod Road
 VOLKART BROS, McLeod Road

COTTON (SEWING) MANUFACTURER.

MOTOOMAL CHELLARAM, Marott Road

COTTON PRESSES

EDULJI DINSHAW PRESSES, Agents Forbes, Forbes, Campbell & Co, Ltd
 NEW PRINCE OF WALES PRESS Co Bhai, Agents in Kch, F. F. C. & Co, Ltd
 RALJI BROTHERS PRESS, Agency McLeod Road
 SIND GINNING & OIL MANUFACTURING Co, Ltd, Lyar Quarter and Khor Garden
 SIND PRESS CO, LIMITED McLeod Road Agents, Bannant & Co, Wood Street
 TYABAJI PRESS Agent Pestonji B Kital Bunder Road
 WEST'S PATENT PRESS CO, LTD Bhai etc, Agents in Kch, F. F. C. & Co, Ltd

CREAM SEPARATOR.

ALIGARH DAIRY FARM, Proprietor Fdw Keventer, Ltd, Elphinstone Street, Camp
 Agents for Sale of Alfa "Laval type"

CURIOS

ART & CRAFT MART, Somerset Street

SHIVJI THAKURSI & SONS, Elphinstone Street, Camp

CUTLERY, ETC.

ESSAJI ESMAILJI LOTIA & SONS, Bunder Road
 FAZLUR RAHMAN & BROS, H Marott and Bunder Roads
 JETHALAL MULJI & BROS, Napier Road
 KARACHI FURNISHING Co, opp Arsenal, Victor Road, Camp
 MELKIVAL BHOGOMAL & Co, Sera Road
 MORARJI & SONS Napier Road, City.
 PANACHAND & Co, K J, Sera Road
 SHERSING MEETHASING GILAMALI Iadoo Pnldngs Bunder Road
 UTAM JASHAN & Co Bunder Road

DAIRIES

ALIGARH DAIRY FARM, Proprietor Fdw Keventer Elphinstone Street, Camp
 EMPRESS DAIRY, Frere Street and Rambaugh Road
 GREAT CHAMPION DAIRY, Somerset Street

KARACHI DAIRY & SUPPLY Co. Preedy Street
 KARACHI GOPALK DAIRY FARM Ltd. Lyari Quarter

DENTISTS

CHOITHRAM DR. Naper Road
 FERGUSON W. ROSS D.D.S. Carlton Hotel Annex
 CHEESTA DR. M. V. D.D.S. Victoria Road
 GUL MAHOMED & Co. Dr. Naper Road
 PATEL & SONS K. B. Elphinstone Street Camp
 SETHNA DR. N. J. R. M.D. D.D.S. Victoria Road

DESPTACH AND TIN BOX MANUFACTURERS

ABDOOL HOOSAIN ALLIBHOY & Sons Elphinstone Street Camp
 ABOOBUCKER HAJI ELLIAS Bundar Road
 A. H. NATHOOBHAY (Q. Jettawalla) Somerset Street
 ALLIBHOY VALLIJI & Co. Elphinstone Street

DRAPERS

BHARAT STORES Bundar Road and Elphinstone Street
 BOMBAY STORES Elphinstone Street
 BRITISH DRAPERY EMPORIUM Elphinstone Street
 BRITTO J. X. M. Elphinstone Street
 BUCHAL ESMAIL & SONS Elphinstone Street
 COOVERJI & SONS Elphinstone Street
 EAST & WEST TRADING Co. Inverarity Road
 EASTERN DRAPERY HOUSE Elphinstone Street
 EMPIRE DRAPERY HOUSE Elphinstone Street

th Market

Street

DRYED FRUIT MERCHANTS

DAYARAM BROS. Elphinstone Street
 HAROMAL GANGARAM Bundar Road
 HIRANAND DHAMANI & SONS Preedy Road Camp
 JIWANDAS GOVINDJI & Co. Bombay Bazaar
 KULSHALDAS MANPATRAM Jora Bazaar
 SASSOON & Co. David McLeod Road
 SHEWARAM CHETUMAL Somerset Street

DUBASHES AND STEVEDORES

BRISTOCKE JEEWANJEE & Co. Keamari
 BURJORJI COWASJI & Co. Keamari and Bundar Road
 COWASJI & SONS Keamari
 DINGSHAW & Co. Keamari
 DUBASH & Co. Keamari
 JEEWANJI & Co. A. M. Keamari
 PESTONJEE BHICAJEE Keamari

ELECTROPLATERS ENGRAVERS & GILDERS

EASTERN RUBBER STAMP MANUFACTURING Co. Elphinstone Street
 KARACHI ART WORKS Sera Road
 MANIKRAM & SONS, J. Elphinstone Street

ORIENTAL & GENERAL ENGINEERING Co Elphinstone Street
 PARAB & BROS 1 B Amari Street Camp
 RICHARD & Co Mercantile Road
 SALONKE 1 B Clarke Street
 VAMAN B VASE Bunder Road
 VISHNOO BAILOO Punkha Lane Lawrence Road

ELECTRICAL CONTRACTORS

AMERICAN ELECTRIC LIGHTING COMPANY Elphinstone Street Camp
 BHARAT ELECTRIC Co Garden Road
 COMMERCIAL ELECTRIC Co Camp
 EASTERN BUILDING & TRADING Co Elphinstone Street Camp
 EASTERN ELECTRIC & TRADING Co Preezy Road
 ELECTRIC REPAIRING WORKS Bindra Road
 ELECTRICAL AND BUILDING MATERIAL STORES Rambaugh Road
 CENTRAL ELECTRIC TRADING Co Bunder Road
 GREAVES COTTON & Co McLeod Road
 GREENFIELD & GREENFIELD Victoria Road
 JAN MAHOMED & Co Garden Road
 KARACHI BUILDING AND DEVELOPMENT Co Ltd Bunder Road
 KARACHI ELECTRIC SUPPLY CORPORATION LTD Flanders Road
 KARACHI ELECTRIC STORES Bunder Road
 MODERN ENGINEERING Co Dovlatram Jethmal Road 1st Boulton Market
 NATIONAL ELECTRIC TRADING Co Naper Road
 NATIONAL ENGINEERING Co Inverarity Road
 ORIENTAL GENERAL ENGINEERING Co 107 Elphinstone Street Camp
 SIND CYCLE WATCH & ELECTRICAL MART Elphinstone Street
 SIND ELECTRIC Co Bunder Road
 WESTERN ELECTRIC Co Bunder Road
 WESTERN INDIA ELECTRIC Co Moradkhan Lane Garden Road

ELECTRIC POWER

KARACHI ELECTRIC SUPPLY CORPORATION LTD Registered Offices Corner of Bunder
 and Dunolly Rds Power House Flanders Rd

ENGINEERS (AUTOMOBILE)

ALLIPHROY & Co H S Garden Road
 BRITISH AUTOMOBILE Co Garden Road
 FINSON & Co Victoria Road
 GURBACHANSINGH POORANSINGH Elphinstone Street
 HERMAN P R & MOHATTA LTD McLeod Road
 KARACHI ELECTRIC SUPPLY CORPORATION Elphinstone Road

PARIS GARAGE Tatta Compound Gardalata
 WADHWA & Co Elphinstone Street

ENGINEERS (CONSULTING)

COMMERCIAL & INDUSTRIAL ENGINEERING Co Fec 100 Bunder Road
 EASTERN BUILDING & TRADING Co Elphinstone Street Camp
 FORRES FORRES CAMPELL & Co LTD Corner of Dunolly and Bunder Roads
 ODDIN TAYLOR & PRATT LTD Elphinstone Street

ENGINEERING CONTRACTORS

BILLIMORIA & Co P C Lawrence Road
 COMMERCIAL & INDUSTRIAL ENGINEERING Co
 COSSE
 CROW
 CROW
 EAST
 EMPIR
 EMPIR
 FLEM

FORBES, FORBES CAMPBELL & Co. LTD. corner of Bunder and Dunolly Roads
 GARDNER JOHN C. 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

STUBBS, ENGINEERING Co. Kamar and Staff Lines Karach

ENGINEERS (ELECTRICAL)

AMERICAN ELECTRIC LIGHTING Co. Fifth Avenue Street Camp
 BRITISH AUTOMOBILE Co. Garden Road
 COMMERCIAL ELECTRIC Co. Camp
 EASTERN ELECTRIC & TRADING Co. Preddy Street Camp
 ELECTRICAL & BUILDING MATERIAL STORES Rumbaug Road
 FORBES FORBES CAMPBELL & Co. LTD. Bunder & Dunolly Rds
 GENERAL ELECTRIC TRADING Co. Butler Road
 GREAVES COTTON & Co. McLeod Road
 GREENFIELD AND GREENFIELD Victoria Road
 KARACHI ELECTRIC STORES Fund Road
 KARACHI ELECTRIC SUPPLY CORPORATION Glandor Road
 NATIONAL ENGINEERING Co. Camp
 ORIENTAL GENERAL ENGINEERING Co. 1917 Liphinstone Street Camp
 WESTERN INDIA ELECTRIC Co. Garden Road

ENGINEERS MECHANICAL AND MARINE

ANGUS & Co. LTD. GEO. (Boiling & etc.) Agents I.T.C. & Co. Ltd.
 BILLIMORIA & Co. P.F. Lawrence Road
 BRICE J.N. Victoria Road
 COMMERCIAL & INDUSTRIAL ENG. Co. Lstbd 1917 Bunder & Burns Garden Rds
 COSSER & Co. LTD. T. Wood Street
 CROWDER ENGINEERING WORKS LTD. McLeod Road
 FLEMING & Co. JOHN McLeod Road
 FEUERHOFER'S ROTARY PUMPS Agents Torb's Torbe Campbell & Co. Ltd.
 GREAVES COTTON & Co. McLeod Road
 GREENFIELD & GREENFIELD Victoria Road
 GURBACHAN SINGH POORAN SINGH Fifth Avenue St
 HERMAN B.R. & MOHATTA LTD. McLeod Road
 JACKS & Co. WILLIAM Bunder Road
 JAN MAHOMED & Co. Garden Road
 MODERN ENGINEERING Co. First Boulton Market
 ORIENTAL GENERAL ENGINEERING Co. 1917 Liphinstone Street Camp
 RELIANCE ENGINEERING Co. McLeod Road off Victoria Hospital
 STUBBS ENGINEERING Co. Kamar and Staff Lines

ENGINEERS (SANITARY)

BLACK & Co. THOMAS Garden Road
 COSSER & Co. LTD. T. Wood Street
 EMPIRE HARDWARE & METAL MATT. Bunder Road
 HERMAN B.R. & MOHATTA LTD. McLeod Road
 PALLONJI EDULJI & Co. Bunder Road
 STUBBS ENGINEERING Co. Kamar and Staff Lines

FAIRBANKS AND SHOEING SMITHS

ADAMALI M. Freere Street
 BENJAMIN G.D.V.C. Yusuf Albiy Road
 GANPAT MALHANI Outram Road
 HAHN D.G.D.V.C. Bunder Road
 LEWIS V.V.S. (LATHI) RAVI 42 Street Lines Facing K.A.V. Club (O.A.L.)

FIRE EXTINGUISHERS

MINIMAX LTD. Agents Liphinstone Street I.T.C. Co. Ltd. Dunolly & Bunder Rds

IRON WORKS MERCHANTS

ASOODAMAL HURBHAGWANDAS Boulton Market Market Road
 INDIA-BREMA PETROLEUM Co. LTD. Boulton Market Market Road

FLOUR MILLS

ALLIANCE AGENCY AND INDIA FLOUR MILLS AGENTS, Garden Road.
 BHUPENDRA FLOUR MILLS, BHATINDA (Agency), Sera Road
 BOMBAY FLOUR & OIL MILLS Co LTD Murratt Road
 CENTURY FLOUR MILLS LTD, (Agency) Bhatinda Road
 GOVERDHANDAS HOTCHAND Naper Road
 INDIA FLOUR MILLS LTD, Chinnai Town
 KARACHI STEAM ROLLER FLOUR MILLS Co LTD Lawrence Road
 SIND FLOUR MILLS Co, LTD Dhoby Ghat Road

FORAGE CONTRACTORS

EDULJI DINSIFAW, Preedy Road
 JAGUS & SON J H Naper Street
 SOOMAR & CO ADAM, Frere Street Camp
 SOPARIWALLA & CO K J Preedy Road near Empress Market

FUEL MERCHANT

D'SA & Co M R, Naper Road

FURNITURE DEALERS

BUTTA, D D Somerset Street
 City
 GOODET SINGH & BROS, Preedy Road
 HAJEE JOONUS & Co Elphinstone Street
 HYDERABAD FURNITURE MART Preedy Road
 KARACHI FURNISHING Co Victor Road
 KASSIM MOOSA, Clarke Street
 MISQUITTA, J C Somerset Street
 PIONEER FURNITURE MART Inverarity Rd
 SANTI SINGH & Co, Ramchandra Temple Road
 SIND FURNITURE DEPOT, Burns Road
 SIND FURNITURE MART, Bunder Inverarity Frere and Preedy Roads
 STAR FURNITURE MART Frere Roads

GLASS MIRROR DEALERS, & MANUFACTURERS

ABDOOLALLY MOOSARHOY & SONS Murratt Road
 ADAMJEE ABDOOLALI & SONS Bunder Road
 ADAMJEE BOODHABHOY & SONS Jal Road
 ANEEJEE VALEEJEE & SONS Bunder and Sudder Bazaar Roads
 EBRAHIMJI ESMAILJI LOTIA Bunder Road
 ESSAJI ESMAILJI LOTIA & SONS Bunder Road
 KARACHI GLASS WORKS, Murratt Road
 NOORHNOY ESMAILJEE LOTIA & Co, Bunder Road
 PANACHAND & Co, K J, Sera Road
 RAVAL & Co, Glass Roofing Works Bunder Road
 TYABALI KHADIBHOY LOTIA & Co Bunder Road

GRAIN AND SEED EXPORTERS

CLEMENTS, ROBINSON & Co, McHardy Road
 DHANPATMAL DIWANCHAND, Bunder Road
 DREVYLS & Co LOUIS, McLeod Road
 GOVERDHANDAS HOTCHAND Naper Road
 KESHORAM PONDAR, Niloti Garden

.

 STRAUSS & Co, LTD, McLeod Road
 VOLKART BROS., McLeod Road

HAIR DRESSERS

JAM HAIR CUTTING SALOON Lawrence Road
 KING GEORGE HAIR CUTTING SALOON Marriott Road
 OLD LONDON HAIR CUTTING SALOON Elphinstone Street
 PRINCE OF WALES HAIR CUTTING AND SHAVING SALOON Preedy Road
 RAILWAY HAIR CUTTING SALOON Bonus Road near Cannock Ry Station
 SAKWELL J B, HAIR DRESSER AND PERFUMER Duffas Street

HARDWARE DEALERS

ABDOOLHUSAIN KARIMJI MARVI Bunder Road and Old Market
 ADAMJI BOODABHOY & SONS Jail Road
 ALIBHOY JEWANJI & SONS Sera Road
 ALIBHOY KARIMJI MANDVIWALLA & SONS Preedy Road
 AMEEJEE VALEEJEE & SONS Bunder and Sudder Bazaar Roads
 BYRAMJI DOSSABHOY & Co McLeod Road
 CHAINRAI & Co Bunder Road
 CHANDOOMAL PARACHAND & Co Bunder Road
 COSSER & Co LTD T Wood Street
 CROWDER & Co LTD W McLeod Road
 CROWDER ENGINEERING Works Ltd McLeod Road
 DHANI RAM & SONS Bunder Road
 EASTERN ENGINEERING Co, Bunder Road
 EBRAHIMJEE FEMAILJEE LOTIA Bunder Road
 EMPIRE HARDWARE & METAL MART Bunder Road
 ESMAILJI JEEWANJI & SONS Bunder Road
 ESSAJI ESMAILJI LOTIA & SONS Bunder Road
 GENERAL SUPPLY STORES & TRADING Co Rambaugh, Gar khata
 GHULAM HUSAIN ABDUL HUSEIN Bunder Road
 GHULAM HUSEIN EBRAHIMJI ANTARIA & SONS Old Jail Road
 GIDAMAL BHAGCHAND & SONS Bunder Road
 HERMAN B R & MOHATTA LTD McLeod Road
 JETHALAL MULJI & BROS Napier Road
 K. A. B. & SONS S. D. Road

PIONEER ENGINEERING Co Bunder Road
 RAMCHAND JETHMAL Bunder Road
 SOOLEMANJI & Co A New Market Road
 STANDARD ENGINEERING Co 54 New Market Bunder Road
 TYABALI KHADHIMHOY LOTIA & Co Bunder Road
 UNIVERSAL ENGINEERING Co Bunder Road
 VELJI NARAINJEE & Co Freer Road
 WILSON & Co H WHITE (Branch of Larraga & Co Ltd) McLeod Road
 YOUSAFALI & Co S Sera Road
 YUSAFALI MAHOMEDALI ANTARIA & BROS Newman Road

HATTERS

ALLIES STORES Bunder Road
 BRITTO J N M Elphinstone Street
 CHILDREN'S HEAD & FOOT WEAR HOUSE Elphinstone Street
 D'OLZA & SONS DAVIS Elphinstone Street
 EAST & WEST TRADING Co Inverarity Road
 HEAD & FOOT WEAR HOUSE Elphinstone Street Camp
 HOAR & Co Elphinstone Street
 KARACHI DRAPERY STORES Elphinstone Street
 KARACHI SUPPLY LTD Elphinstone Street
 SING JEWELLERY CO OPERATIVE SOCIETY Elphinstone Street
 TYABALI MOOSAH & BROS Elphinstone Street
 WHITEAWAY LAIDLAW & CO LTD Elphinstone Street

HIDE & SKIN EXPORTERS

ALIDINA ALIMAHOMED, Rampart Row
 BEAUMONT & Co, Wood Street
 BOOTH & Co, LTD CHARLES (CALCUTTA) Rustom Buildings, Bunder Road
 BUNDALLY KASSAM Kharidar
 MOHAMED ISMAIL MOHAMED ASHRAF Bunder Road
 MUHAMMED SHARIF A. RAHMAN Martlett Road
 RALLI BROS AGENCY, McLeach Road
 SASSOON & Co DAVID McLeod Road
 UTAM JASHAN & Co, Bunder Road
 VOLKART BROS, McLeod Road

HOSIERS

ALLIES STORES, Bunder Road
 BUCHAL ESMAIL & SONS Elphinstone Street and City
 EAST & WEST TRADING Co, Inverarity Road
 EASTERN DRAPERY HOUSE Elphinstone Street
 FAYLUR RAHMAN & BROS H, Martlett and Bunder Roads
 KARACHI WESTERN ENTERPRISE, 217 Colaba Road, Napier Road

Camp

HOTELS AND RESTAURANTS

BOMBAY Hotel, Serai Road
 BRISTOL HOTEL, Sunnyside Road
 CENTRAL HOTEL, Merewether Road
 CAFE GRAND, Victoria Road
 CARLTON HOTEL, Bonus Road
 CATER'S "DEVONVILLA" HOTEL, McNeill Road
 GRAND HOTEL Bunder Road
 HOTEL PORTLAND, Kamar
 HOTEL RENOWNED, Freedy Road
 JEHANGIR IRANI, Frere Street
 KILLARNEY HOTEL Bonus Road
 NELSON HOTEL & REFRESHMENT BAR, Bunder Road
 NEW CAFE, No 1 Staff Lines Elphinstone Street
 NORTH-WESTERN HOTEL, Beaumont Road
 PARIS HOTEL Bunder Road
 SATNARAYAN HINDU LODGE Bunder Road
 SIND AND PUNJAB HOTEL, Bunder Road
 STAR HINDU LODGE, Bunder Road

ICE FACTORIES & AGENCIES

CEMENT FACTORY & Co, Serai Road
 Road

INDUSTRIES

BHARAT SOAP WORKS Elphinstone Street
 BUSINESS HOUSE KARACHI Manufacturers of "Popular" Self Sealing Plastic
 COTTON & SILK WEAVING WORKS LTD, Bunder Road
 EULJI DINSHAW, Wool, Cotton and Hide Presses
 INDIAN NATIONAL SOAP MANUFACTURING Co, Bunder Road
 KARACHI BUILDING AND DEVELOPMENT Co, LTD
 Road
 in Street
 & Co, Ltd)

INSURANCE AGENTS GENERAL

ALIN & Co Bunder Road

ATLAS ASSURANCE Co LTD Bbay Agents in Kach Kahn & Kahn McLeod Road

ATLAS ASSURANCE Co LTD Bbay Agents in Kach Kahn & Kahn McLeod Road

ANDERSON & Co McLeod Road

BOMBAY LIFE INSURANCE Co LTD (Sind Branch) Bunder Road

BOMBAY STEAM NAVIGATION Co LTD Bunder Road

BRITISH INDIA GENERAL INSCE Co LTD (Fire & Marine) Agents E D Sassoon & Co LTD McLeod Road

COLLINS L Haidhar Buildings McLeod Road

CROWDER & Co LTD W McLeod Road

EAST & WEST INSCE Co LTD Marriott Road

ELLINGER MOHATTA & Co Bunder Road

GILL & Co LD (Fire Marine Accident Life) of Punder and Dunolly Roads Nicol Road

GILLANDERS & Co

GLOBE COMP P

GLOBUS INSCE

GREAT EASTERN

HINDUSTAN ASSURANCE & MUTUAL BENEFIT SOCIETY LTD Bunder Road

INDIA EQUITY INSCE Co LTD Ka Agents N W Cr H M Gendhy Bunder Road

INDIAN LIFE ASSURANCE Co LTD Elphinstone Street

INDO FOREIGN AGENCY Dr G S Jhangiani opp Ordnance Depot

JAMSHED N R MEHTA Serai Road Karachi City

LANG INSCE Co (now merged in the Royal Ince Co Ltd) Agent Jamshed N R Mehta Serai Road

L'POOL & LON & GLOBE INSCE Co LTD Lppol Agents Forbes Forbes Campbell

NIRMALDAS & SONS Bunder Road

NIRMALDAS & SONS Bunder Road

SCOTTISH AMICABLE LIFE ASSCE SOCIETY Edinburgh Agents Forbes Forbes Campbell & Co Ltd corner of Bunder and Dunolly Road

SEA INSCE, Calcutta Agents Jamshed N R Mehta Serai Road

SEA INSCE, Calcutta Agents Jamshed N R Mehta Serai Road

McLeod Road.

Agents The Eastern Ex-

press Co Ltd, Corner of Dunolly and Bunder Roads

UNION ASSCE SOCIETY, LTD, Agents Mackinnon Mackenzie & Co McLeod Road

YANG-TSEH INSCE LTD (Marine) Agents E D Sassoon & Co Ltd McLeod Road

JEWELLERS

ARDESHIR JAMSHEDJI KHAN & Co Elphinstone Street

BASARMAL SHEWARAM BHOSJANI & Son Mithadar

BURJORJI & SONS J, Elphinstone Street

EAST & WEST TRADING Co, Inverarity Road

FASTERN DRAPERY HOUSE Elphinstone Street
 GOVERDHANDAS VISONDAS RATTONJI AND BOMBAY BAZAAR
 GOPALDAS & Co Bunder Road
 GANGARAM KUNDANMAL & Co Elphinstone Street
 JETHALAL KHUSHALDAS Clarke Street
 LALJI BHAIWAN BROS Napier Road
 LOKOMAL MUTHARAM Elphinstone Street Camp
 MANIKRAI & Sons J Elphinstone Street Camp
 ORIENTAL ART & SILK WAREHOUSE Parr Street Camp
 RICHARD & Co Mereweather Road
 RUSTOMJEE BROS Elphinstone Street

LIGHTERAGE COMPANIES

SIND LIGHTERAGE CO LTD Native Jetty Secretaries and Treasurers Forbes Forbes
 Campbell & Co Ltd corner of Bunder and Dunolly Roads

INFIRMARY STABLE KAFFERS

ADAMALI & Co Inverarity Road
 ADAMJI & Co Freere Street
 JEFWANJI F V Freere Street
 MOOSAJI & Co Inverarity Road

LUBRICANTS (OILS AND GREASE)

ANDERSON & Co McLeod Road
 ANGLO SIAM CORP LTD Nicol Road
 COSSER & Co LTD 1 Wood Street
 CROWDER & Co LTD W McLeod Road
 GHULAM HUSEIN FERRAHINJI ANTRIA & Sons Sub Agents B C C Old Jail Road
 HERMAN B R AND MOHATTA LTD McLeod Road
 JOHN FLEMING & Co McLeod Road
 SHAW WALLACE & Co McLeod Road
 STANDARD OIL CO OF NEW YORK Bunder Road

MACHINERY IMPORTERS & DEALERS

ADVANI & Co J B Bunder Road
 ALIBHOY KARIMJI MANDVIWALLA & SON Bunder Road
 COMMERCIAL & INDUSTRIAL ENG CO Fstd 1917 Bunder and Burns Roads
 COSSER & Co LTD T Woolf Street
 CROWDER & Co W D LTD McLeod Road
 CROWDER ENGINEERING Works Ltd McLeod Road
 EASTERN BUILDING & TRADING CO LTD Elphinstone Street
 EMPIRE HARDWARE & METAL MART Bunder Road

MOHAMMEDALI ALIBHOY KARIMJI & Sons Bunder & Preedy Roads
 ODDIN—TAYLOR & PRATT LTD Elphinstone Street
 RANCHAND JETHMAL Bunder Road

MANUFACTURERS REPRESENTATIVES

ALIM & Co Bunder Road
 AMEEJEE VALEEJEE & Sons Rambaugh Road
 ARDESEER & Co McLeod Road
 BUSINESS HOUSE Karachi
 BYRAMJI DOSABHOY & Co McLeod Road
 COMMERCIAL TRADING CO Bunder Road
 CO OPERATIVE SOCIETY S J Elphinstone Street Camp
 DERAWAL BROS LTD Branches at Amritsar Bombay Bunder Road
 EAST INDIA COMMERCIAL AGENCIES Martlett Road
 GIDWANEY BROS Bunder Road
 KAIKOBAD PESTONJI Garden Road Camp and Serai Road City
 KATRAK & Co Victoria Road
 KHUDA BAKSH & Sons S Bunder Road
 LIPTON LTD Serai Road
 MOHAMMEDALI ALIBHOY & S & Sons 911 Martlett Road
 MULLER & PHIPPS LTD India 726 Napier Road
 NIRMALDAS & Sons opp Old Jail Bunder Road
 NOORHOY JAFERJEE & Sons Bunder Road

ODDIN TAYLOR & PRATT LTD Elphinstone Street
 PANACHAND & Co K J Serrai Road
 RAMJI & Co K Old Forbes Building Bunder Road
 SHAHANI M G & Co Elphinstone Street
 SHERSING MILTHASING Gulmal Faidoo Building Bunder Road
 SIND INDENT AGENCY Gharihatta
 TIRATH & Co J Bunder Road
 WADHWA & Co Elphinstone Street
 YUSAFALI ALIDHOY KARIMJI & Co Napier Road

MEDICAL DISPENSARIES

BLISS & Co Elphinstone Street
 BRITISH MEDICAL STORES Elphinstone Street (Stores)
 CAPEW & Co FELIX Parr Street (Surgery Dispensary)
 PANACHAND & Co K J Serrai Road (Stores)
 SHAHANI near High School Bunder Road (Stores)
 SULLWARAM & SUGRAMDAS " Dispensaries at Lalindas St Bunder Road
 and 1772 River Road (S)
 SPEECHLY & Co Elphinstone Street
 Tirath & Co J Bunder Road
 VICTOR BROS Preeby Road (Surgery and Dispensary)

MEDICAL PRACTITIONERS &c

ADVANI BHAGWANSING GAYSING L.R.C.P.S. (Edn) & L.F.P.S. (Glas) Kemari
 ADVANI DOWLATRAM GOPALDAS L.R.C.P. (Edn) L.F.P.S. (Glas) L.M. (Dub)

on Lombay Bazar

and
 air

Glas) Elphinstone Street.
 l) Clerk Street
 verpool) Napier Road

Dispensary Road

b) r r c s (Edn) Rambaugh

Road

1
 at St

REWACHAND L M & S Bunder Road
 RODRIGUES ANTHONY PHILLIP Captain 15 M D (ret red) Frere Street
 RODRIGUES FRANK DENIS L M & S Somerset Street
 SHAH KALIDAS H C M & S Napier Road
 SHAHANI CHOITRAM SHEWARAM C M & S Robson Road & Old Dispensary Road
 SOLOMON MOSES L M & S Mansfield Street
 SPENCER R N L M & S Depot Lines
 THARANEE PRITAMDAS M C P S L M S (Bom) etc Bunder Road
 UDHARAM HASSAMAL M B B S Napier Road
 UTTAM SING T K L M & S Bunder Road
 VASWANI, Nihalchand UDHARAM M B B (Bom) etc Burns Road
 WADHWANI KISHINCHAND VAIRIZING C M & S Bombay Bazar
 WANJA H J M B B S Carden Road
 WORKINGBOGWALA SHAWAKCHAH PESTONJI L M & S Keumari
 WRENCH DR G T Victoria Road

MERCHANTS GENERAL MERCHANDISE

ABDOLABHOY KASSIM & Co Bunder Road
 ABDOLALLY MOOSABHOY & SONS Martlett Road
 ABDOL FILLAH ABDOL KHALID New Market
 ADAMJEE BOODABHOY & SONS Jail Road
 ADAMJEE LOOKMANJEE & SONS Napier Road
 ALLIES STORES Bunder Road
 AMEEJEE VALIJEE & SONS Bunder and Sudder Bazar Roads
 ARANHA & Co M S Bunder Road
 ARDESHIR H MAMA Victoria Road
 ASOODAMAI HURBHAGWANDAS Boulton Market Martlett Road
 BASARMAL SHEWARAM BHOJWANI & SON Mathadar
 BELLARAM MOHANDAS New Market Shop No 934 Marriott Road

DAYARAM BROS 11 Phinstone Street
 DHARAMDAS KHUSHIRAM & Co Kothar Building Bunder Road
 DHARAMDAS THAWARDAS Rampart Row
 DITCHAND ASSANI L New Market Marriott Road
 DREYFUS & Co Louis McLeod Road
 EAST & WEST TRADING Co Inverarity Road
 ISRAHIMJI ISMAILJEE LOTIA Bunder Road
 J. S. P. S. & Co Victoria Road

Annexed Roads

IRAMJI SORABJI & SON Frere Street Camp
 JAHN & SONS JOSEPH McLeod Road
 GILLAM HUSLIN ABDUL HUSFIN Bunder Road City
 CILLANDERS ARBUTHNOT & Co Coxs Bank Building McLeod Road
 GOVINDHANDAS HOICHAND Napier Road
 GRAHAM & Co DONALD McLeod Road
 GUNNIS & Co LTD G P McLeod Road
 GVALANI & Co K I Khatau Market

Str t
 N v Cloth Market

HAJEE LATIFALI Bunder Road
 HAJEE MAHBUB PUKSH MOHAMED I RAHIM Bunder Road
 HASHMATRAI KHANCHAND Jera Bazar
 ISMAILJEE ALIBHOY & SON (Ferozepurwalla) New Market Road
 JEZWANDAS & Co D H Bunder Road
 JETHALAL MULJI & BROS Napier Road

JOHNSON SON & Co, HENRY Lon Agents The Eastern Express Co, Ltd
 KATRak & Co Katrak Buildings, Victoria Road
 KERR TARRUCK & Co, 212 Bunder Road (Upper flat)
 KRISHNA STORFS, Soldier Bazar
 MACKENZIE LYALL & Co, Rustomjee's Building Bunder Road
 MALLIK & SONS, N D, Bunder Road
 MILKIMAL BHOJOMAL & Co, Serai Road
 MURLIMAL SANTRAM & Co, Bombay Bazaar
 NATIONAL ELECTRIC TRADING Co, Napier Road
 NARAYAN & Co, 22 Serai Road

MURLIMAL SANTRAM & Co Bombay Bazaar
 NATIONAL ELECTRIC TRADING Co, Napier Road
 NARAYAN & Co, 22 Serai Road

SHAHANI M G & Co, Elphinstone Street
 SHIVJI NANJI & SONS Old Market Road Bunder Road
 SOBHRAJ CHOITRAM, Marriott Road
 TIRATH & Co J Bunder Road

METAL MERCHANTS

CHAINRAI & Co, Bunder Road
 COSSER & Co, LTD, T, Wood Street
 CROWDER & Co, LTD, W, McLeod Road
 CROWDER ENGINEERING WORKS LTD, McLeod Road

r Road

OPTICIANS

IMPERIAL OPTICAL Co Elphinstone Street
 LAWRENCE & MAYO Inverarity Road
 PATIL & SONS K B Elphinstone Street Camp
 TIRATH & Co J Bunder Rd

PAINTS AND OILS

GOODLASS WALL & Co Agents in Karachi Forbes Forbes Campbell & Co Ltd corner
 of Dunolly and Bunder Roads

PASSENGER AGENTS

COOK & SON THOS Agents in Karachi (Disinfectants & Baggage only) The East India Express
 Co Ltd
 COX'S SHIPPING AGENCY Ltd Bunder Road
 EASTERN EXPRESS Co Ltd corner of Bunder and Dunolly Roads
 MACKINNON MACKENZIE & Co McLeod Rd

PERFUMERY MANUFACTURERS

THE NEW YOUNG BROS Bunder Road

PHOTOGRAPHERS & DEALERS IN PHOTO MATERIALS

BLISS & Co Elphinstone Street
 DOOMRAI M N Kutchery Road
 FERRO BROS Somerset Street
 JALBHAY R Elphinstone Street Camp
 MEHTA J J Bunder Road
 RAI & Co P near Cantonment Railway Station
 SEQUEIRA I Inverarity Road
 SWAMINARAYAN Art Studio Bunder Road
 THAKUR & Co Bunder Road

PICTURE FRAME MAKERS

ADAMJEE ABDOLALI & SONS Bunder Road
 DOOMRIE N M Kutchery Road
 FERRO BROS Somerset Street
 JALBHAY R Elphinstone Street

near Camp

PIECE GOODS MERCHANTS

ADARJI MUNCHERJI & Co Napier Road
 AGA & SONS Bunder Road

1 ranch at City

and

& Co, Elphinstone Street

tone Street

FORBES FORBES CAMPBELL & Co LTD corner of Bunder and Dunolly Roads.
 FREER & Co, Old Cox's Building, Bunder Road

GANDHY & Co, D. P., Bunder Road,
GUTH & CO, G, Bunder Road

Cloth Market

mpbell & Co, Ltd,

JAPAN COTTON TRADING Co, Ltd, McLeod Road
KAHN & KAHN McLeod Road
KARSANDAS & Co, A B, Bunder Road
KERR, TARRUCK & Co 212 Bunder Road
KESHORAM PODDAR, Khoru Garden
KHEMCHAND CHELLARAM DHALOOMAL Bombay Bazaar
KHUDA BAKSH & SONS S, Bunder Road
KHUSHALDAS KHEMCHAND & Co Dumbally Road
LALCHAND BHOJRAJ MOTILAL, Goverdhandas Cloth Market
L. & Co, Bunder Road

Camp

ing Co, Ltd)

STEINERS, LD, Bunder Road
SULZER BRUDERER & Co, Bunder Road
SURAT SWESI STORES, Bunder Road
TATTERSAL & Co, G, Bunder Road
TEJAHANDAS HOTCHAND & Co Newham Road
TENGRA & Co K P, Bunder Road
THAKURDAS FATECHAND & Co, Salehmahomea Street
TOYO MENKWA KAISHA, LTD, (Oriental Cotton Trading Co Ltd), McLeod Road
VISHENDAS FATECHAND & Co, Bombay Bazaar
VOLKART BROTHERS McLeod Road
WAGLE & Co R P, Bunder Road
WILSON & Co H WHITE (Branch of Larringa & Co, Ltd) McLeod Road
YUSAFALI ALIBHOY KARINJI & Co, Napier Road

PLUMBERS

BLACK & Co, THOMAS, GARDEN ROAD

PRESSES, WOOL, COTTON, & HIDE

EDULJEE DINSHAW PRESSES, Agents Forbes, Forbes, Campbell & Co Ltd.

PRINTING PRESSES

BHARAT ELECTRIC PRINTING PRESS, Rambaugh Road,
BRITANIA PRINTING WORKS, Frere Road
DAILY GAZETTE PRESS, LTD, Kutchery Road
HAROOY PRESS, Napier Road
HITECHHU PRINTING PRESS, H Effendi Road
HYDERABAD PRINTING WORKS, Bunder Road
INTERNATIONAL PRINTING WORKS, Rambaugh Road.
KANTI PRINTING PRESS Napier Road
KOHINOOR PRINTING PRESS, Bunder Road
MANOHAR PRESS, Bunder Road
NATIONAL PRESS, Frere Street.

NEW TIMES PRESS Ramnabha Road

— Road
Road

PROVISIONS AND OILMAN STORES

ABDULLAHBOY KASSIM & Co Bunder Road

ALLIES STORES Bunder Road

BAKSH ELLAHIE & Co Painter Road

BRITISH PROVISION HOUSE Bunder Road

BROOKE BOND & Co (INDIA) LTD Bunder Road

BYRAMJEE FADULJEE Victor a Road and Keamar

B. N. T.

FAZLUR RAHMAN & BROS H. Murr ott and Bunder Roads

— Road
— one Street
— rect

— Bunder Road

HIRANAND DHANANMAL & SONS Preedy Road

JEEWANDAS & Co D. H. Bunder Road

KATRAK & Co Victor a Road

LIFTON LTD Sera Road

MENTA & Co S. H. Freere Street

MOHAMED YACOOB H. ALCOB & SONS Bor Bazar

NUSSEERWANJEE & Co Plp instone Street Bunder Road and Keamar

PANACHAND & Co K. J. Sera Road

PASTONJI & Co Bunder Road

Murr ott Road

RAILWAYS ROPTHWAYS SURVEYS AND TRAMWAYS

EAST INDIA TRAMWAYS Co LTD Bunder Road

JACOBABAD KUSHMORE FIELDER LTD Managing Agents Forbes Forbes Campbell

Forbes Forbes Campbell &

Forbes Forbes Campbell & Co

LARKANA JACOBABAD (SIND) LIGHT RAILWAY LTD Managing Agents Forbes Forbes

Campbell & Co Ltd Corner of Bunder and Doolah Road

MIRPUR K. F. Forbes (Campbell & Co Ltd

Ltd. Forbes Forbes Campbell & Co

MIRPUR K. Forbes Forbes Campbell & Co

Ltd. Forbes Forbes Campbell & Co

SHREE HIGHLAND RAILWAY LTD Managing Agents Forbes Forbes Campbell & Co

Ltd. Corner of Bunder and Doolah Road

SIND LIGHT RAILWAYS LTD Managing Agents Forbes Forbes Campbell & Co

Ltd. Corner of Bunder and Doolah Road

UPPER SIND LIGHT RAILWAYS JACOBABAD & SIVORE FIELDER LTD Managing

Agents Forbes Forbes Campbell & Co Ltd Corner of Bunder and Doolah Road

ROPTHMERCHANTS

ADAMJEE SHPIKH JEEWANJEE Bunder Road

ALIMHOY KARIMJI MANDVIWALLA & SONS Bunder and Preedy Roads

ARDESHIR H. MAMA Victor a Road

C. C. Ltd. T. M. Street

FORBES FORBES CAMPBELL & Co LTD Corner of Dunolly and Bunder Roads
 HALL'S BARTON ROPERY Co Agents Forbes Forbes Campbell & Co Ltd Corner of
 Dunolly and Bunder Roads
 HERMAN & MOHATTA B R LTD McLeod Road
 HONG KONG ROPE MANUFACTURING CO LTD vs Shaw Wallace & Co
 JEFWANJEE FRAHIMJEE & Co Bunder Road
 MOHAMEDALI ALIBHOY KARIMJI & SONS Bunder Road and Kharadar
 RAJJI GOVINDJI & Co Jodia Bazar
 SHAW WALLACE & Co McLeod Road
 SULZER BRUDERER & Co Bunder Road

RUBBER STAMP MANUFACTURERS

FASTERY RUBBER STAMP MANUFACTURING Co Elphinstone Street
 KAPACHI ART WORKS Sera Road
 MANS & Co R H Char khata
 VISHNOO BABOO Pankah Lines Lawrence Road

SADDLERY HARNESS AND CARRIAGE REQUISITE DEALERS

ABDOO HOOSAIN ISMAILIE BOMBAYWALLA Napier Road
 BUKSH K R Elphinstone Street
 HAJI E DOSSAL & SONS A Elphinstone Street
 HAJI MAHOMED MOLEDINA & SONS Preedy Road
 HAMIDIA BOOT HOUSE Napier Street
 MOORBHAY JAFFERJI & SONS Elphinstone Street
 MOHAMED PANAHA & Co Elphinstone Street
 MIRAZDIN Elphinstone Street
 MAMOOJI A H Elphinstone Street
 SODAWATERWALLA A M Old Market Lawrence Road

SAFE DEPOSIT

KARACHI SAFE DEPOSIT Co Managing Agents Forbes Forbes Campbell & Co Ltd
 Corner of Bunder and Dunolly Roads

SAFE MANUFACTURERS

LAKHMICHAND MOTIRAM Bunder Road
 PITAMBERDAS JAICHAND & SONS Bunder Road

SEWING MACHINE DEALERS

SINGER'S SEWING MACHINE CO Elphinstone Street and Bunder Rd

SHIPOWNERS

ATLANTIC & PACIFIC STEAMSHIP CO Agents in Karachi Shaw Wallace & Co
 Forbes Forbes Campbell & Co
 es Forbes Campbell

BOMBAY STEAM NAVIGATION CO LTD Bunder Road
 BORNFO CO LTD (The Bobby Line) Liverpool Agents Forbes Forbes Campbell &
 Co Ltd Corner of Dunolly and Bunder Roads
 B I S N CO LTD Mackinnon Mackenzie & Co McLeod Road
 BUCKNALL LINE Agents in Karachi Forbes Forbes Campbell & Co Ltd Corner of
 Dunolly and Bunder Roads

Wallace & Co Ltd McLeod Rd

Forbes Forbes Campbell & Co., Ltd

ELLERMAN & BUCKNALL STEAMSHIP CO LTD London Agents Forbes Forbes Campbell
 & Co Ltd Corner of Dunolly and Bunder Roads
 ELLERMAN'S CITY LINE Glasgow Agents Forbes Forbes Campbell & Co Ltd
 Corner of Bunder and Dunolly Roads
 ELLERMAN'S HALL LINE Liverpool Agents Forbes Forbes Campbell & Co Ltd
 Corner of Bunder and Dunolly Roads

HOL BRITT IND LINE (U N Nav Co), Agents, E D Sasson & Co, McLeod Road
 LLOYD-TRIPSTING S N Co Agents n Karachi Anirson & Co McLeod Road
 MEADOWS & Co, THOS, London, Liverpool, Glasgow New York, etc Agents, The
 Eastern Express Co, Ltd Corner of Bunder and Dundally Roads
 PACIFIC MAIL STEAM NAVIGATION Co, Agents n Karachi Shaw Wallace & Co McLeod
 Road
 P & O S N Co Agents n Karachi Mackinnon Mackenzie & Co McLeod Road
 Ltd Corner of Bunder

all & Co Ltd Corner of

SHOEING FORGE

VETERINARY HOSPITAL & SHOEING FORGE 42 Somerset Lines facing the K A V Club
 Pro V Lewis vs (late R A V C)

SOAP MANUFACTORIES

BHARAT SOAP WORKS Elphinstone Street
 INDIAN NATIONAL SOAP MANUFACTURING Co Bunder Road
 ODDIN-TAYLOR AND PRATT LTD Elphinstone Street
 PREMDAS & SONS Bhimpura

SOAP AND PERFUMERY (RETAIL)

ASSODAMAL HURDHAGWANDAS, Boulton Market
 BRITTO, J N M Elphinstone Street, Camp
 HAJEE LATIPAI Bunder Road

SPORTS AND GAMES

CO OPERATIVE STORES Elphinstone Street
 DARYANAMAL & BROS, Elphinstone Street
 NUSSERWANJEE & Co Elphinstone Street

STATIONERS & PAPER MERCHANTS

ADVANI & Co, J B, Bunder Road
 ALLIES STORES, Bunder Road
 alton Market Marriott Road
 Shop No 914 Marriott Road

Elphinstone Street Camp

DAILY GAZETTE PRESS LTD Kutchery Road
 ESSAJI ESMILJI LOTIA & SONS Bunder Road
 HAJI DOSSI
 Jai Dayal
 JOONUS A
 KARACHI S
 MOHAMED
 MOTILAL D SEJVAL & SONS Bunder Road
 NUSSERWANJEE & Co Elphinstone Street
 PUNJABI & Co N H Bunder Road
 SIND SUPPLY STORES Bunder Road and Elphinstone Street
 der Road

House Kutchery Rd

VENANTHUS & Co S B Somerset street

STEAMER AGENTS

ANDERSON & Co Dicol Road
 COOPER & Co Chartered Bank Buildings Bunder Road

COSSER & Co, LTD T Wood Street
 CPOWDER & Co, LD W, McLeod Road
 EMPIRE HARDWARE & METAL MART Bunder Road
 FLEMING & Co, JOHN, McLeod Road
 FORBES FORBES CAMPBELL & Co LTD Corner of Dunolly and Bunder Roads
 HALL & BARTON ROPEERY Co, Agents Forbes Forbes Campbell & Co Ltd Corner of

SHAW WALLACE & Co McLeod Road
 SULZER BRUDERER & Co, Bunder Road

RUBBER STAMP MANUFACTURERS

EASTERN RUBBER STAMP MANUFACTURING Co Elphinstone Street
 KARACHI ART WORKS Serai Road
 MANS & Co R H Ghar khata
 VISHNOO BABOO Pankah Lines, Lawrence Road

SADDLERY HARNESS AND CARRIAGE REQUISITE DEALERS

ABDOO HOOSAIN ISMAILIE BOMBAYWALLA Napier Road
 BUKSH K R, Elphinstone Street
 HAJI E NOSSAL & SONS A Elphinstone Street
 HAJI MAHOMED MOLEEDINA & SONS Preeby Road
 HAMIDIA BOOT HOUSE Napier Street
 HANIF & SONS & Co Elphinstone Street

SAFE DEPOSIT

KARACHI SAFE DEPOSIT Co Managing Agents Forbes Forbes Campbell & Co, Ltd
 Corner of Bunder and Dunolly Roads

SAFE MANUFACTURERS

LAKHMI CHAND MOTIRAM Bunder Road
 PITAMBERDAS JAICHAND & SONS Bunder Road

SEWING MACHINE DEALERS

SINGER'S SEWING MACHINE CO Elphinstone Street and Bunder Rd

SHIPOWNERS

ATLANTIC & PACIFIC STEAMSHIP Co Agents in Karachi Shaw Wallace & Co
 BATE & SONS EDW Liverpool Agents in Karachi Forbes Forbes Campbell & Co
 Ltd Corner of Bunder and Dunolly Roads
 BIBBY BROS & Co (The Bibby Line) Liverpool Agents Forbes, Forbes Campbell
 & Co Ltd Corner of Dunolly and Bunder Roads

Forbes Campbell &

BUCANALL LINE Agents in Karachi Forbes Forbes Campbell & Co Ltd, Corner of
 Dunolly and Bunder Roads

COMMERCIAL INDIAN LINE Agents in Karachi Shaw Wallace & Co Ltd McLeod Rd
 DAWOODPHOY KARIMJI JODYAWALLA Harbor Garden

ELLERMAN LINES LTD Agents in Karachi Forbes Forbes Campbell & Co, Ltd
 Corner of Dunolly and Bunder Roads

ELLERMAN bell & Co Forbes, Camp-

ELLERMAN bell & Co Ltd

ELLERMAN & HALL LINE Liverpool Agents, Forbes Forbes Campbell & Co, Ltd
 Corner of Bunder and Dunolly Roads

BRITISH DYING & CLEARING WORKS Elphinstone Street
 BURN'S WASHING & DYEING WORKS Marriott Road

r Road
 and Lawrence Road

WASHING & DYEING Co Bunder Road Preedy and Dowlatram Jethmal Road;
 WASHING DYEING AND DRY CLEANING DEPOT Elphinstone Street
 WASHING DYEING & DRY CLEANING WORKS Bunder Road

WATCH & CLOCK DEALERS & REPAIRERS

ALLANA & SONS, P, Somerset Street
 ALLIDINA & Co, F Elphinstone Street
 AMERICAN WATCH CO, Parr Street
 ARDESHIR JAMSHEDJI KHAN, & Co, Elphinstone Street
 BURJORJI & SONS J, Elphinstone Street
 ENGLISH WATCH CO, Elphinstone Street

WINE, SPIRIT AND BEER IMPORTERS

ARDASEER Co McLeod Road
 BOYCE & Co, S Bunder Road
 BYRAMJI EDULJI Vctor a Road Camp
 COCKBURN & Co (LEITH) LTD Cox's Bank Buildings McLeod Road
 CO OPERATIVE STORES, Elphinstone Street Camp
 D SA & Co M R Napier Road

Cox's Buildings

LAWRENCE PHILLIPPE & Co Frere Street
 LOKUMAL & Co Dunolly Road
 MACKENZIE LYALL & Co Agents to Messrs COCKBURN & Co, McLeod Road
 MADON & SON S E, of PESHAWAR Agents Ditto ditto
 MURRAY & Co, Ltd Dunolly Road

McLeod Road

WOOL EXPORTERS

FORBES, FORBES CAMPBELL & Co LTD Corner of Bunder & Dunolly Roads
 MOHAMED ISMAIL MOHAMED ASHRAF Bunder Road
 SASSOON & Co, LTD, L D, McLeod Road
 SASSOON & Co, LTD, DAVID McLeod Road
 TATTERSFIELD & Co, McLeod Road

YARN IMPORTERS

DEVIDAS ASSOMAL & SONS Bunder Road
 FORBES FORBES CAMPBELL & Co LTD Corner of Bunder & Dunolly Roads
 GRAHAM & Co, Donald McLeod Road
 KARACHI HOSIERY FACTORY, 217, Gulmohamed St Napier Road
 RALLI BROS, Wood Street
 SASSOON & Co LTD, E D, McLeod Road
 SASSOON & Co, LTD DAVID, McLeod Road
 TOYO NENKA KAISHA LTD, (Oriental Cotton Trading Co Ltd) McLeod Road
 VOLKART BROS, McLeod Road

SECTION E.

THE DIRECTORY, PART II

(Contd)

EUROPEAN ANGIO-INDIAN AND GOAN RESIDENTS.

EUROPEAN ANGLO INDIAN AND GOAN RESIDENTS—*contd.*

ANIGER G T Parr Street Sadar
 ANNET H H C. " "

s 6 E I Lines

Lines

n Quarter
 Ghondi Street Ranchore

ARCHDALE T A Co Anderson & Co and Sind Club
 ARCHDALE A S Maj Co Sind Club
 ARGYRIADIS C D Co Messrs Ralli Bros
 ARMITAGE F A Victoria Road
 ARNOLD L P Lt 126th Baluchis
 ARTHUR J R H Inspector of Police
 ARTHUR W G Forbes Forbes Campbell & Co Ltd Frere Town
 ASHBY Lt W A E Frere Street

Co , Chuzi Road
 Commissioner

ad Garikhata

B

Bath Island

Mues Mansions Keamari

s Town
 in Command Somerset Lines

in Hospital

ngiow

Sind Club

BARKER F " " "
 BARKER C
 BARNES C
 BARRILL
 BARRITT
 BARRETTO F Depot Lines
 BARRETTO M, Depot Lines

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS—contd.

BARRINGTON BROW D Engineer The Karachi Municipality
 BARROW G R Marston Road Garden Quarter
 BARTHOLOMEW CAPT H C Devon Villa Hotel
 BATESON, H Inverarity Road
 BATTY H Co Sunday Patrick & Co
 BAXTER J R Mackinnon Mackenzie & Co
 BAYLEY G E, Lt Col c m g p s o 27 E I Lines
 BAYLIS F E Asstt Manager Fleming Shaw & Co Dunolly Road
 BAYLISS L S Wharf Foreman N W Ry Keamari
 BEADLE A Napier Street Sadar
 BENNIC H T Pilot Manora
 BEATY G A Assistant Engineer N W Ry
 BEATY T M A Co The Karachi Gymkhana
 BEAUMONT T C Partner Cooper & Co
 BEAZLEY R William Jacks & Co
 BEDWIN C Co The Karachi Motor Car Co Ltd
 BEBY W A Chargeman Loco Quarters
 BEEDEN A Lt Victoria Road
 BEERLI H Co Volkart Bros
 BEIDEC DANIEL M D J D L

Building

BEST F Asst John Fleming & Co
 BEST G H Steward K A I Club
 BHESANIA B C Asst Murray & Co Lt I
 BIRCH GEORGE O R Income Tax Commissioner 9 Bath Island
 BIRCH R Bunder Road
 BIRD Sergt Police Dept M A I Road
 BIRD R P Sergt Police Depot Central Judges Camp
 BIRDI B I Co Ralli B o
 BIRNIE R Co Samuel Little & Co
 BLACK I F Restaurant
 BLACKMAN C D Co I Coer & Co Lt I North Western Hotel
 BLACKWILL A I Commisariat Road
 BLACKWILL A I Depot Line
 BLACKWILL H P Commisariat Line
 BLACKWILL J A Lt Coer & Co Lt I Depot Line
 BLACKWILL W J Depot Line
 BLAD C F Lt 2nd Lt I Line
 BLAGDIN C R N Asst David Hasoor & Co Clifton Road
 BLAKE J Flinton Road Sadar
 BLAKEMAN R Commisariat Town
 BLAZZY H G Coer Building
 BLOOMER H P Co Shaw Wallace & Co
 BLUNT G F Major Barracks
 BORGES F N Goods Co N W Ry Wellington Road Co J
 BOSE Miss Z N C I Z M Society
 BOURKE K I Lt I Coer & Co Commisariat Town

EUROPEAN, ANGLO INDIAN AND GOAN RESIDENTS—*contd*

BOWDEN Comd A S RIM

BOYCE A H Preventive Officer H M s Customs

BRACE M G 143 Victoria Road

BRACE P, Telegraphs Burns Rd

BRACHI L C o James Finley & Co Ltd Bonus Rd

BRAGANZA A Wharf Supervisor N W Ry Magazine Lane

W Comd Flagstaff House 12 Staff Lines

10 R A Lines

ient Co, Bath Island Rd
Ghuzri Road

, Keemari

Ltd

BROCK L E Victoria Road

BROOKE R N Sallan Road

BROOKS R C Interarity Road Sadar

BROOKS R H Office Supdt Achy Electric Supply Corpn Ltd Harder Road

BROOKS T Asst Buss & Co Elphinstone Street Noonan Road

BROTHERSTON CAPT H C Devon Villa Hotel

BROTHERSTON W H Police Inspector 31 Depot Lines

BROWN Capt J C o The Karachi Gymkhana

BROWN R S C o The Karachi Gymkhana

BROWN S M Lt Manora

BROWN W R

BROWNE A

BROWNE C

W Ry

BROWNE H

BROWNE W H Asst Controller N W Ry Railway Officers

BRUCE Major Comd, Flagstaff House

BRUCE A V British Infantry Lines

BRYCE J Lt

BRYDON A G A S Sergt S Barrack H A Western Command Somerset Lines

BUCKLE G Foreman Loco Quarter

BUCKLE W Chargeman Loco Rq Quarter

BULTITUDE CAPT F L s Staff Lines

BURNBY MAJ W H S Western Command Bristol Hotel

BURNBY W H S Western Command

BURRONS G D Indo European F Office Cankata

BURNS R T M C The National Bank of India Ltd

BURNS W R No 1 Cifton Cinema

BUSHBY W F Smt Club

BUTCHER J, Lt DCM Devon Villa Hotel

BUTCHER I A S Sergt C M S C Western Command Somerset Lines

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS—*contd.*

CASTRO, J. J. C-o, The Indian Flour Mills Co, Ltd, Camp.

CATCHPOLE, E W, Drigh Road

CATER, MISS G, Proprietor Devon Villa Hotel

CATHERALL, J E, M B L, Air Craft Depot, Drigh Road

CATTELL, J G, M R C V S., Veterinary Department

CAULFIELD, C, Guard, N W Ry, Y M C A

CAUSSE, MAJ. C. S., Western Command

CELAND, E W, Guard N W. Ry

CHAMBER CO, W S C, Drigh Road

CHAMBER CO, W S C, Drigh Road

CHAMBER CO, W S C, Drigh Road

CHAMBER CO, W S C, Drigh Road

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CHAMBER CO, W S C, Drigh Road

CHAMBER CO, W S C, Drigh Road

CHAMBER CO, W S C, Drigh Road

CHAMBER CO, W S C, Drigh Road

Ltd
chery Rd

CLARK, Maj. E. W., Manora

CLARK, R. C-o. Sanday Patrick & Co.

CLARK, W. S., Mackinnon Mackenzie & Co

CLARK, W. S., Mackinnon Mackenzie & Co

o, Manora

CLEAVER, N R., Messrs Rath Bros

CLEMENT W. S. C. Drigh Road

CLEMENT W. S. C. Drigh Road

CLEMENT W. S. C. Drigh Road

CLEMENT W. S. C. Drigh Road

CLEMENT W. S. C. Drigh Road

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CLEMENT W. S. C. Drigh Road

CLEMENT W. S. C. Drigh Road

CLEMENT W. S. C. Drigh Road

CLEMENT W. S. C. Drigh Road

d.
azaar

ance Depot

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

COOMBS, E E, C-o The Karachi Gymkhana

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS,—*contd*

CORREA D E Paula Street Sadar

China Ld Kutchery Rd,

CRITCHFIELD & Co Sales House

rters Karmari

impbell & Co Ltd

D

DABREO, A, N I Lines

D'ABREO, A F C, care of G P Association

D'ABREO, C F Secy The India Flour Mills Co Ltd N I Lines

D'ABREO, P Clarke Street Sadar

ge Victoria Road

ar khata

mps Siemans

oad Ganikhata

EUROPEAN ANGLO-INDIAN AND GOAN RESIDENTS—*contd*

DAVID, HENRY Robson Road, Ranchore

DAVID ISAAC SADDIK Robson Road Garikhata

DAVID J Somerset Street, Sadar

ad, Garikhata
hata

Lines

DAVIES G M Assistant Engineer Public Works Department

DAVIES CAPT H F, D A A G Western Command

DAVIES L M Adams Road Frere Town

DAVIES R D, MAJ 2 130th Baluchis

DAVIES R W Depot Lines Sadar

DAVIES CAPT H F D A A G D A O M G Western Command

ect Sadar
Keamari

mp

t, Camp

an

D SILVA C F Cincinnati Town

D SILVA D J Goods Clerk N W Ry Napier Street, Camp

D SILVA J A Telegraphist, Cincinnati Town

D SILVA J B, Raymond Road Sadar

Office, Somerset Street, Camp

EUROPEAN ANGLO-INDIAN AND GOAN RESIDENTS—*contd*

D SOUZA AUGUST Kumbla Road Canchhata
 D SOUZA A C Minor
 D SOUZA A C M Cinnamonatus Town
 D SOUZA A D Cinnamonatus Town
 D SOUZA A F N J Lines
 D SOUZA A F Elphinstone Street Sadar
 D SOUZA A F N J Lines
 D SOUZA A S Bunder Road
 D SOUZA B Telegraphist Irre Street Camp
 D SOUZA B F Soldier Bazaar
 D SOUZA C A Mansfield Street Sadar
 D SOUZA C Cursetji Compound Street Sadar
 D SOUZA C F De Cruz Lane Sadar
 D SOUZA C F B Cinnamonatus Town
 D SOUZA C M R Bazaar and Road Sadar
 D SOUZA D E Telegraphist Kumbhal Road Canchhata
 D SOUZA D S Clarke Street Sadar
 D SOUZA F M Bhukhaj Street Sadar
 D SOUZA F Akbarah Street Sadar
 D SOUZA F A Telegraph Master Dahanu Ferry Clarke Street Sadar
 D SOUZA IGNATIUS J Minor Clarke Street Sadar
 D SOUZA J Ojha Building Bunder Road
 D SOUZA J A Wharf for man N W Ry Dahanu Ferry Camp
 D SOUZA J C De Cruz Lane Sadar
 D SOUZA J D Depot Lane
 D SOUZA J I Tel Master Durat Sadar Camp
 D SOUZA J F A McLeod Road
 D SOUZA J J Wharf for man N W Ry Karmuri
 D SOUZA J L Wharf for man N W Ry Jackson Street Karmuri
 D SOUZA J L De Cruz Lane Sadar
 D SOUZA J M Telegraphist Napier Street Camp
 D SOUZA J M R Bhukhaj Street Sadar
 D SOUZA J N Clarke Street Sadar
 D SOUZA J S Tele Dept Sadar Street Camp
 D SOUZA J A Minor Road Sadar
 D SOUZA LIO D Jolter
 D SOUZA M D Mel Road Canchhata
 D SOUZA M C Dahanu Ferry N J Street
 D SOUZA M I Napier Street Sadar
 D SOUZA M N J Bunder Road
 D SOUZA N Guard N W Ry Dahanu Ferry Camp
 D SOUZA N I Cinnamonatus Town
 D SOUZA P A Napier Street Sadar
 D SOUZA P A C O Mercantile Bank of India Ltd Cinnamonatus Town
 D SOUZA P C Acet Telegraph Dept Irre Street Camp
 D SOUZA P C De Cruz Lane Sadar
 D SOUZA P T CAPT EMSONG Irre Street
 D SOUZA P J Telegraphist Bazaar Building N W Ry Irre Street Camp
 D SOUZA P P Bhukhaj Street Sadar
 D SOUZA P P Dharamdas Street Karmuri
 D SOUZA P S Mansfield Street Sadar

D SOUZA S C I Godown Inspr N W Ry Dahanu Ferry
 D SOUZA S G Napier Street Sadar
 D SOUZA S M Malverly Street Sadar
 D SOUZA T A F I Lines
 D SOUZA U N Chand Galli
 D SOUZA V B Mansfield Street Sadar
 D SOUZA V S Napier Street
 DEACON W Lyon Lord & Co

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS—cont'd

DEALY COL J A C M G C I E D S O Western Command 12A Staff Lines
 DEANF W S C o Tattersfield Co McLeod Road
 DEAN, C C

de

Lines

DIAS C F Raymond Road Sadar
 DIAS FELIX C o Chamber of Commerce
 DIAS, J C 47 Depot Lines
 DIAS J V Andrew Road Keamari
 DIAS M P Soldier Bazaar
 DIAS P Soldier Bazaar
 DIAS S W C o Tattersfield Co McLeod Road

Free Road

DIAS, J C 47 Depot Lines
 DIAS, J C 47 Depot Lines

Side Road

er Road

Road

DUNN W E Napier Barracks
 DUARTE J C Preedy Street
 DUARTE LEO PAUL Market Road Old Town
 DUARTE N Preedy Street Sadar

E

EASDEN J W Wharf Supdt The Karachi Port Trust, Keamari
 EASDEN L Station Master N W Ry McLeod Road
 EDWARD, G G, McLeod Road

EUROPEAN ANGLO INDIAN AND GOAN RESIDENTS—contd

FERNANDEZ J G C/o The India Flour Mill Co Ltd Camp
 FERNANDEZ J J Telegraphist Carshhatta
 FERNANDEZ J N Depot Lines
 FERNANDEZ J S Garden Road
 FERNANDEZ J V Bhikaji Street Salar
 FERNANDEZ L M Telegraphist Somerset St
 FERNANDEZ M R Telegraphist Sojariwalla's Ltd Camp
 FERNANDEZ M R Church St Calcutta
 FERNANDEZ P J Clarke Street Sadar
 FERNANDEZ Rev J St Patrick's Church
 FERNANDEZ J V Bhikaji Street Sadar
 FERNANDEZ J W Guard N W Ry Camp
 FERNANDEZ L C Mansfield Street Sadar
 FERNANDEZ L G Cincinnati Town
 FERNANDEZ L M Telegraph Somerset Street Salar
 FERNANDEZ P (K.P.T.) Somerset St
 FERNANDEZ P I I Daily Gazette
 FERNANDEZ R Guard N W Ry Camp
 FERNANDEZ R C H Clarat Street Do Abing Terrace Sadar
 FERNANDEZ R I Jurucom Street Camp
 FERRO G Depot Lines
 FERRO L P Depot Lines
 FERRO O I Somerset Street Sadar
 FERRO S A Depot Lines
 FIDDIAMAN Lt S C No 10, I I Lines
 FIDDES J A C/o The Karachi Gymkhana
 FILLD H C/o The Karachi Gymkhana
 FILLDING D E M Lt 6, Temporary Quarters
 FINANIS J I, Clarke Street Sadar
 FINLAYSON K I M C/o The Karachi Gymkhana
 FINN J M Inspector of Motor-cars Garden Road
 FIRIBRAZI Major R C D A O M G Str Lar
 FISHER J A Asst Suplt of Machine Ry Pl Port Fru Beaman
 FISHER K I C/o The Karachi Gymkhana
 FLOOD F L C/o Messrs Shaw Wallace Co Hotel 111
 FLYNN A A L Dy Trade Mr Exports The Port Fru t Belgrave Terrace
 FONSECA Dr A B Camp
 FONSECA C G Engineer The India Flour Mill Co Ltd Cincinnati Town
 FONSECA L I Mansfield Street Sadar
 FORBIS I C C/o The Karachi Gymkhana
 FORGATH Capt G N RIM Fort Officer Manilla
 FORTUNE A Jey S J C/o St Patrick's High School
 FOSTER Capt C T V C O A S at Lu
 FOSTER W D Asst Station Master N W Ry McNeill St
 FOULSLER F H C/o I Special Chemist Camp
 FRANCE J A Manager The Bombay and N W Ry Co Ltd Kutchery Road
 FRANCIS A N er Street Sadar
 FRANCIS Mansfield Street Sadar
 FRANCIS JACOB Jey Street Salar
 FRANCIS JOHN Jey Street Sadar
 FRANCIS M N Jey Street Sadar
 FRAYCOCK N Mill Street Sadar
 FRANKLIN C A Sofer Bar
 FRANKLIN S S Jey Street Sadar
 FRANKLIN J Kutchery Road Part J N Ry Co
 FRANKLIN J O Ram Street Sadar
 FRUITAS A I W Ry Napi Street
 FRUITAS D M Cincinnati Town
 FRUSH H A Jey Street Belgrave Terrace
 FUELL W C Jey Street Lines
 FUELL J G Capt 126 Baluchis
 FLOWD B The Karachi Telegraph Dept

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS —*contd*

FURYL G, Asst James Finlay & Co
FURTADO, J B G, Lighthouse Street, Sadar

G

GABLER HANS McLeod Road
GATTINO A J Soldier Bazar
GALLILNNE Lieut J W Victoria Road
GALLOWAY H R Ratan Talno Garikhata
GALLOWAY J I 101st Coy R G A Manora
GALLVAN Capt H F E I Lines
GARCIA, Capt L J F Y & L Regiment
GARDINER Maj H W, Western Command, 21, E I Lines
GARFORD, J W, Import Yard, The Karachi Port Trust No 6, Victoria Road
GARGAN, Wm T, 29, Napier Lines
GARNIER C N, on s Supdt The Karachi Telegraph Division
GARRAT C, Lt Manora
GASLIN I J Telegraphist Garikhata
GIBBINGS T H Mansfield Street
GIDDINS F Napier Barracks
GILKS H L Asst Manager James Finlay & Co McLeod Road
GILLSON M W O Manora
GLADSTONE S D Manager Gallanley Arlathrot Co
GLIN HEDD F J Guard N W Fy Curt Station
GODBERT F Asstt Manager Henry Shaw & Co
GODWIN Capt W I N W Ry Hill
GOODALI F I 10 Kutcheri Road
GOODY T H Preventive Officer H M Customs
GOMES A F Clarke Street Sadar
GOMES A J Sergt Police Dept Mansfield Street Camp
GOMES B Telegraphist Mansfield Street Sadar
GOMES C F Co House & Co Sadar Hill
GOMES I F Manager The India House M J Co Ltd Clarke Street Sadar

rters
ariat Lines

dr Australia & China Bunder Road
b
Road

GORDON Lieut C I L & N 4 Bungalow Orhan Depot
GORE EDWARDS C, Co Leas Ferry Victoria Road
GOSLIN J I Kumbhikroo
GRACE J A Capt Kharrey Hill
GRAHAM, H C Victoria Road Civil Lines
GRAHAM I C o Beaumont & Co
GRANT J L Sand Club
GRANT Capt J C Co Western Command

EUROPEAN, ANGLO INDIAN AND GOAN RESIDENTS—*contd*

GRANT-DUNCAN, Maj J, Western Command Carlton Hotel
 GRAYBURN L M, The National Bank of India Ltd
 GRFIN A C, ICS Asst Commissioner in Sind
 GREEN, A G, A M I E, B Sc C o Oddin Taylor and Pratt, Ltd
 GREEN G D, Manager Whiteaway, Ludlaw & Co, Elphinstone Street
 GREEN Y D, C. A. Y. & S. Soc.

nder Road

Division

an Tel Dept
 re)

H

HACK D H, Asst Depl M A, Tel Karachi Port Trust, Keamari
 Road
 HALI Capt R G, D S O, M C R A, Western Command
 n Quarter
 he I I Tel Dept 1c Buildg
 W Ry, Mulca Mansions Keamari

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oad

HARVEY W B, Randle Road Garden Quarter

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS—*contd*

on leave)

HAYMAN Lt E W, Asst to Officer Commanding No 4, Mule Corps
 HAYTOR, Lt L C Napier Lines

company

Merewether Road
 rman & Mohatta, Ltd
 Kutcherry Road

am & Co

HIGHAM, Major B Chemical Analyser
 HIGHER, A W Telegraphist 2, Marston Road
 HIGHER, T W, Tel Master Marston Road Garden Quarter
 HILDA C D, Napier Barracks
 HILDA C D, Victoria Road
 HILDA C D, Co of New York
 HILDA C D, Road
 HILDA C D, Hotel
 HILDA C D, Patrick & Co Merewether Road
 HILDA C D, Road
 HILDA C D, Kenne & Co M Load Road
 HILDA C D, Mail Depot Drigh Road
 HILDA C D, Daily Gazette Press Ltd Kutcherry Rd.
 HILDA C D, W Ry Railway Quarters
 HOSSACK H B, East Indian Tramway Co Ltd
 HOLMES Lt, H G M & F Staff Lines
 HOLMES MANWELL, H Commissariat Lines
 HOLWILL R L Co Messrs Greenfield & Greenfield Victoria Road
 HONLYCOMBE G S Co Messrs Donald Graham & Co
 HOOD H H Les, Imperial Customs Service
 HOOPER Flight Lt I H S Krishna Marston
 HOOPER LINZEE S Mr Engineer Allied Machinery Co of America McCleod Rd
 HOPKINS W J Manora
 HOSKINS W J Co The Karachi Gymkhana
 HOSSACK W B Co F I I Franchise
 HOTHFELSMAN W A Co Messrs Stellers & Co Ltd Funtar Road
 HOUGHTON H G Manager Messrs Donald Graham & Co

EUROPEAN ANGLO INDIAN AND GOAN RESIDENTS—*contd*

KEMBLE Major P B OBE S & T Corps
 KENTFIELD W G Flying Officer Central Hotel

KENYON J Co Sanday Patrick & Co
 KHARLIKAR DANIEL JOSEPH Measham Lea Road
 KINCAID C A Solicitors Judicial Commissioner

KINGHAM A E Cennatus Town Ordnance Depot
 KINGDON G P Asst Shaw Wallace & Co
 KIRBY W H Strauss & Co Ltd McLeod Road
 KIRKMAN A W Moore Street Sera Quarter

L

au Bunder Road
 utchery Road

LAKEMAN S Acctt Forbes Forbes Campbell & Co Ltd Snd Club
 LANDAN C Napier Barracks
 LANG P W Asstt Superintendent The Indo European Tel Dept
 LANG Lt Col C F F A D S & T 31 E I Lines

1 Road

ell & Co

LENNON A Keaman

EUROPEAN, ANGLO INDIAN AND GOAN RESIDENTS.—*contd*

LENZ, J, Manager, Volkart Bros, McLeod Road, Sind Club

LESLIE, W. S., Col., 14, R. A. Lines

LEO, L. Z., Clarke Street, Sadar

LEONTINE, JOSEPH, Mission Road, Ranchore

LESTER, C., Juma Street, Sadar

LESLIE SMITH, E., C/o Messrs Cox & Co Ghuzri Road

Life Assoc Co, Ltd 1 rere St.

" Municipality

LINDSAY, C. D., Keamari

" " " " " "

M

MARTBY, F. B. Capt 6, N 1 Lines

MACARDLE, R., N W Hotel

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS—*contd*

MACKAY, A J, No 4 M T Company

MACKAY Capt, P F Carlton Hotel

MACKENZIE Lieut-Col E, Port Medical Officer, Manora

MACKIE, JACOB, Mission Road Ranchore

McCABE, E, Keaman

McCONVILLE, J M C Central Hotel, Annex Karachi

McNULTY E J Manager, Messrs Lyon, Lord & Co, Ltd, Sunnyside Road

McNULTY, W, Radio Office

ng Co Belgrave Terrace

oad Ranchore

ist Control er of Stores N W h
dent \ W Railway

ams Road

MALTBY I B Cap Central Hotel

MAN A Lt Asst to A D S & T

MAN J 2nd Officer Patrick Stewart Manora

MANKAD, C L Asst John Fleming & Co.

MANICO E L Dist Carg and Wag Superintendent \ W Railway

Gankhata

MARCO S J Soldier Bazaar

MARCOS P C-o Ralli Bros Wood Street

MARKLER I W Staff Sergt Ordnance Depot Somerset Lines

MARKLEY R E Asst, The Standard Oil Co of New York Bunder Road

Karachi Municipality Markwick Road

MARSH I H Radio Office

MARSH W Victoria Road

MARSHALL Col H J M C B C M G Western Command Bristol Hotel

MARSHALL J N Manager Brooke Bond & Co Ltd Bunder Road

ot Lines

bson & Co

MARION W D Ghuzri Road

MASCARENHAS A C J Rampart Row Old Town

ndo European Telegraph Dept
amari
barkation Victoria Road

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS —*contd.*

MEADE, PHILLIP Capt, Manora

s Qrs, Napier Lines

Quarters, Cantt

MEADE, C Queens Road

way Quarters

MENDEZ R T Elphinstone Street, Sadar

MEVETES A D C/o Albert & Son Camp

old Street, Camp

1 Lines

Campbell & Co Ltd, Sand Club,

MICHAEL ADOLPH CAMUNRY Sold or Bazar

ns Rd

tation Camp

tonment station

Dhobi Ghat Road

Station

Co Ltd Bunder Road

Willingdon Mansions Hutchery Road
Hotel

Bank of India Ltd Carlton Hotel

Ad Bunder Rd
rters Mission Road

MORI J Volkert Bros Belgrave Terrace

MORGON I 39 Depot Lines

MORIARTY O N Manora

MORIARTY K Mar Nippon Menwa Katsushiki Kaisha

MORRIS D Guard N W Ry near Jock Station Camp

MORRIS D Raymond Road Sadar

MORRIS D E Chargehand Loco Dept Curmurcham Sq Camp

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS.—*cont'd*

MORRIS T I W Telegraphist Cunningham Square Camp

Co

id
ane
man

ad
ust

N.

NADIG, I.E., Asstt., The Eastern Express Co., Ltd, Bunder Road

NADIG, W., C-o John C. Gammon McLeod Road

data

Elander Rd.

chata.

NEESAM C. C. = 1 NWB D = AL

ry Road

EUROPEAN, ANGLO-INDIAN & GOAN RESIDENTS—*contd*

NEWTON, P. Carlton Hotel

" " " " " "

NORONHA, L., Inspector of Telegraphs

NORONHA, M. Victoria Road

NORTH, H. N., Rt-Lt Col, n s o, Carlton Hotel

NORRIS, F. L., CAPT, m c, 24, E I Lanes

Road, Sind Club

O.

O'BRIEN, J., Guard, N. W. Ry, 7 McNeil Road

O'BRIEN, C., Guard, N. W. Ry, 7 McNeil Road

, Bunder Road

Bath Island

O'REILLY, T. M., Keaman

O'REILLY, M. P., Keaman

OSBORNE, A. F., Adams Road

EUROPEAN. ANGLO-INDIAN & GOAN RESIDENTS—*contd*

P

PAIN, S. C., C-o Imperial Tobacco Co., McLeod Road
us Town

Wood Street.

oad

PARKER, A., Soldier Bazar

PARKER, A. E., Dharamsala Street, Keamari.

PARKER, A. E., Clarke Street, Sadar

1, Clifton Road

Bunder Road
Marney Hotel

Road

A Lines

1 Lines

EUROPEAN, ANGLO INDIAN AND GOAN RESIDENTS—*contd.*

PICKEILS J W, New Cafe Staff Lines

PICKETT, F E, Napier Barracks

PILL G R, C-o The Karachi Gymkhana

PINCHER F H, C-o The Karachi Gymkhana

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS.—*contd*

R

RAGWIN S P, Victoria Road, Sadar
 RAIKFS A H, Supdt, Tel Office McLeod Road

Co, Ltd Adam Rd

RECORD

REID A ..
 REID Capt J H Carlton Hotel
 REID, J SCOTT Miss MRCS LRCP WMSI, Phy Lady Duffern Hospital
 REID, L Co David Sassoon & Co
 REINHOLD H F Lt Col, T C, No 3 Quetta House Ghuzri Road
 RENNIE Rev J Y St Andrews Church 49 Victoria Rd
 RENNISON Rev E D, Second Chaplain Holy Trinity Church
 RENWICK W C-o P & O Banking Corporation McLeod Road
 REUBEN ABRAHAM Government Garden Road

chore
 ata

icson and Richards, Bunder Road.

, Sind Rajputana Dist Staff Lines

Government House

of New York, Bunder Road

antt

al Hotel, Clifton

ROCH, E. T, Asst Executive Engineer, P. W. Dept, Sind Club
 ROCHA, J L. G, Telegraphist, opp Follower's Hospital, Camp.
 ROCHE, R., Chargeman, Loco Dept, N. I. Lines

EUROPEAN, AGNLO-INDIAN AND GOAN RESIDENTS—*contd.*

RODRICK, J H, Shedman, Loco Dept, Adams Road

Sadar

mar

ROLFE T A B, Co John Fleming & Co

ROOK, F, Wellington Street, Sadar

ROSE, C, Depot Lines

ROSE, H E, Sen Assistant Signal Engineer, N W Ry

ROSS, J C, Chief Clerk, Traffic Dept, N W Ry, Railway Quarters

d, Bonus Road

Lines

Road

S

SADDIK, JACOB, Robson Road Garikhata

SAKWELL, B, Dundas Street Camp

SALDANHA, G, Wharf Foreman N W Ry Badrudd n Buildings Camp

SALDANHA, J L, Mansfield Street Sadar

SALDANHA L A J, Telegraphist Kembell Road Garikhata

SALDANHA, S J, Cruchinatus Town

EUROPEAN, ANGLO INDIAN AND GOAN RESIDENTS—*contd*

SAMPSON A Hospital Road Ranchore
 SAMPSON C Hospital Road Ranchore
 SAMUEL LEVI Vishindas Road Begarikhata
 SAMUEL MISS REBECCA Lady Dufferin Hospital
 SAMUEL R Retired Station Master Jhannai Road Garikhata
 SAMUEL SIMON Measham Lea Road Begarikhata
 SAMUTT F J care of The Karachi Gymkhana
 SANSVAN J J Dy Supdt Traffic Telegraphs 13 Depot Lines
 SANCTAMARIA A J Elec Supdt Telegraph Dept Garikhata.
 SANSUDN EMANUEL NASHIN Garikhata.
 SANTOS M J A Duarte's Square Napier Street
 SASSOON BENJMIN Tulsi Street Begarikhata
 SAUNDERS E Rest Camp
 SAUNDERS H Mechanic Karachi Electric Supply Corporation Ltd, Elandar Rd
 SAUNDERS LT COL F W R E Bristol Hotel
 SAVAGE H G Beaumont Road
 SAVILLE J A Napier Street Sadar
 SAWYER H A CAPT MC 9A Staff Lines
 SCAIFF C, Napier Barracks
 SCARR J A Pilot Manora
 SCHREIBER R T B C-o Imperial Tobacco Co McLeod Road
 SCHWARZ E care of Volkart Bros Belgrave Terrace
 SCOTT C D Garden Road
 SCOTT F Soldier Bazaar
 SCOTT OLDFIELD H L Manager Spencer & Co Ltd Queens Road
 SCOTT MAJ T R E Carlton Hotel
 SCOTT THOMAS D C 47

ndle Road

square Camp

 Ltd Camp
 den Quarter

arikhata

SHEPPARD LT COL DSO RFA Western Command
 SHIPP G R G Keamari
 SHOZABARO TACKENCAI Messrs Mitsu Bussan Kaisha
 SHUTE A F Manager Eng Dept Karachi Building & Development Co, Clifton Rd
 SILVEIRA F Telegraphist Clarke Street Camp
 SILVEIRA R J Frere Street Camp
 SIME A W H LT DSO MC 8 Temp Or York and Lancs Regt
 SIMEONS DORRIS Magazine Lane Sadar
 SIMON MOSES

Somerset Lines

aman

EUROPEAN, ANGLO INDIAN AND GOAN RESIDENTS,—contd

SMITH A G Co J Bliss Camp
 SMITH CAPT B L S care of The Karachi Gymkhana
 SMITH B O Guard N W Ry Cantt Station
 SMITH Lieut C C H 2130th Baluchis
 SMITH C I V, Guard N W Ry Rest House Cantt Station
 SMITH C Telegraph st Napier Street
 SMITH D Bliss & Co Elphinstone Street
 SMITH D D Asst Station Master N W Ry Railway Quarters Keamari
 SMITH E IESLIP Manager Cox & Co Ghuzn Road
 SMITH H M Abkari Inspector
 SMITH J G Chifton Road
 SMITH L Frere Street Sadar
 SMITH N D A 1st - D -

ot Lines

Ind a Ltd Sunnyside Road

SOARES D Jerusalem Street
 SOARES D C 1st - D -

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SOLOMON MOSES Government Garden Road
 SOLOMON S JACOB Rambaugh Road arkhatta
 SOMAKE J H FRIB Architect Victoria Road
 SOMAKE M J H Architect R A Lais
 SOMERVILLE G A Lt Major 13 R A Lies Ingle Road
 SOTIRIADI A G Co Rath Brothers
 SOUTER W P Capt DCM Rest Camp
 SPEECHLY R E Chemist Elphinstone Street
 SPURGEON C E Dist Loco Supdt N W Ry Kutchery Road
 SPURWAY Lieut C C 13th Karachi Gymkhana
 SLAGGS Miss I Lady Duffren Hospital
 STAMPER Major I H S P T Asst Com Surveyor 80, Arty Maidan
 STANISLAUS D Clarke Street Sadar
 STANLEY BENNETT C M Neil Street Free Town
 STANLEY S I Co Lys Road
 STANLEY S WINTWORTH Librarian Libes arapb 1st Bath Island
 STARR J L Chief Const N W Ry 1st Artillery Victoria Road
 STATHAM W Messrs St John C 1st Lieut Victoria Road
 STEPHEN I I Lucca Messrs St John
 STEPHENS I C 1st Lieut, Karachi 1st Lieut 1st Flinders Road
 STEVENSON D MILLS Silver 1st
 STEVENSON I I Lucca Messrs St John
 STEVENSON W I 1st Lieut in C 1st Victoria Road Cam
 STEWART C C 1st Lieut in C 1st Victoria Road Cam
 STEWART G Scandal Point 1st
 STEWART C A Palace Theatre

EUROPEAN ANGLO INDIAN AND GOAN RESIDENTS—*contd*

STEWART P M Indian Police
 STEWART R W Co The Karachi Gymkhana
 ST JOHN C H A & S Co The Victoria Hotel

STUART, E C Co MacDonald & Co
 STROUD G J MBE Drigh Road
 STUBBS R C

Sunnyside Rd

putana D st

STUBBS R C Captain Barracks

T

TABUTEAU G G Maj DSO Surgical Specialist No 8 Garden Road
 TALBOT H E Lt Rest Camp
 TALKAR G A Juma Street Sadar
 TALKER ABRAHAM J DPM MBE

Ranchore

1 Sind Club

TAILOR W G Sanday Patrick & Co Merewether Road
 TEBBUTT T F Engineer and Electrician The Indo European Tel Dept
 TELLIS J F Depot Lines
 TELLIS P P Depot Lines
 TEE Lt Col C C OBE MC Auxiliary Force India Imperial Hotel Clifton
 TENNENT D C Lt 20 A E I Lines
 THADEUS F Keamari
 THOMAS C J DPM

Lawrence Road

n Tele Dent

Sind Club

Dept
 ery Road
 st

oad

EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS—*contd*

W

WADDELL, T. c-o Messrs Ralli Bros

WALSH Capt L E. IARO, AESO, 22, E I Lines

WALSH M P, Bar at Law, Depot Lines

WALTER, M H W Napier Barracks

tion Road

xcl

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WEBB, Sir M de P, Kt, C I E, C B E, M L A Forbes Forbes Campbell & Co, Ltd.,

WEDB, SIRM de P, Kt, CIE, CBE, MLA
WEDB M... T E T ad. D... H... to

Queens Road
Queens Road

(Karachi)

WHITAKER, Major C L, Embarkation, 8 N. I. Lines

WHITBY, B. J., C-o Messrs A G Fergusson & Co, Dunolly Road

WHITE A G, 126th Baluchus

WHITE C T A A S E - - - " " Kutcherry Road

U. S. Govt. Printing Office

WILLIAMS, B M W, Flight Lt Speechly House, Elphinstone Street

WILLIAMS, F. A., Standard Oil Co., of New York, Bunder Road

WILLIAMS, H. D., Lt., 8, R. A. Lines

WILLIAMS, Capt N W Freese Street.

ad

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EUROPEAN, ANGLO-INDIAN AND GOAN RESIDENTS—*contd.*

WILSON S V Asst. Ind. Eng. Victoria Road
 WILSON, Ma
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 WILLOUGH

WOODSELL L J, Asst., Forbes, Forbes, Campbell & Co., Ltd. Staff Lines
 WOODWARD, S C, C o Clements Robson & Co
 WOOLAND A Keamari
 WOOLEN C, Telegraphist 6 Depot Lines
 WOOLLET, A P Flying Officer, Drigh Road
 WRENCH Dr G T Victoria Road
 WRIGHT, A V Chief Engineer Patrick Stewart, Manora
 WRIGHT J W, Station Master, N W Ry Cantt Station
 WYSE H, Victoria Road Civil Lines
 WYSMAN GEO, Proprietor, Bristol Hotel Sunnyside Road

X

XAVIER, A Soldier Bazaar
 XAVIER J R I C o Lawrence Philippe & Co, Frere Street
 XAVIER, W. A Asst. Elect. Telg. Carrier Forge, Garden Road

Y

YOUNG, E, Leslie C o Karachi Gymkhana
 YOUNG, H N Asst. Traffic Supdt N W Ry Annexe Hotel
 YOUNG, R B Secy Young Men's Christian Association
 YOUNG, R H c o T. Cosser & Co Ltd
 YOUNG, W D Manager Couper and Young, Sind Club

Z

ZAKARIA M c o Rath Bros
 ZAKARIA I I Bhikhaj Street Sadar
 ZAKARIA S W Hon. Inspector Ind in Tel. Somerset Street

HOAR & CO

THE TAILORS

KARACHI

THE PRINCE AND HIS TAILORS.

H R H the Prince of Wales on arrival in Bombay requested us to wait upon him. A reputation nearly 50 years old was our recommendation. He placed with us an order for Lounge Suit, Silk Suits, Naval Uniform, Garments for Sports wear etc etc. We were also favoured with orders from every member of the Special Staff who accompanied him, including Lord Mountbatten, Rear Admiral Sir Lionel Halsey, Sir Gordon Thomas, The Hon Capt H. Meade, and Officers of H M S *Renown*.

It was gratifying to know we were the only firm of Tailors in Bombay who were honoured with Royal Patronage which says much for the good taste and discrimination of the Royal Party.

Many years ago H R H the Duke of Connaught had some silk suits made by us. Some years later his illustrious relative the late Prince Louis of Battenberg upon his arrival in India placed a similar order with us, with the request that the suit should be identical to those supplied to H R H the Duke of Connaught, as the Charm of these Hot Weather Suits had left pleasant memories.

Later his son Prince George who accompanied His Majesty King George upon the occasion of his last visit to India called and made the same request.

In consequence of this continuity of Royal Patronage we were exceedingly gratified, but not surprised when H R H the Prince of Wales unhesitatingly selected our House to furnish him with his requirements for India.

A reputation that lasts and carries Royal recommendation is something to be proud of. We offer YOU the same service.

SECTION F.
THE DIRECTORY, PART II

(Continued)

PROMINENT PARSI RESIDENTS

' Saving the Secret of Success "

WHERE TO INVEST

YOUR SAVINGS

See Appendix—B. Page 7

THE EASTERN EXPRESS COMPANY, LIMITED,

Forwarding, Shipping and Clearing Agents,

GENERAL PASSENGER AGENTS

KARACHI

Managing Agents

FORBES FORBES
CAMPELL & Co. Ltd



LAHORE

Telegrams

EXPRESS—KARACHI
EXPRESS—LAHORE

INSURANCE DEPARTMENT.

Effect Insurance

THROUGH LLOYDS, LONDON
of every description of merchandise, personal
luggage and household effects, valuables,
motor cars, etc

AGAINST ALL MARINE RISKS

W A, or F P A WAR RISKS,

Risks of theft, pilferage and non delivery
Risks of War Strikes, Riot and Civil Commotion

Also

AGAINST FIRE

Whilst goods are awaiting shipment
Passengers baggage covered under

A COMPREHENSIVE "ALL RISKS" POLICY.

TYPES OF GOODS INSURED

COTTON
FLOUR
HIDE S
HOUSEHOLD EFFECTS

JEWELLERY
LUGGAGE
MACHINERY
MOTOR CARS

PIANOS
SILK
SKINS
WOOL

PARSI RESIDENTS.

A

AGA ARDESHAR BEZONJI Yacoobkhan Road Ranchore
AGA FADALJI KATONJI Yacoobkhan Road Ranchore
AGA GUSTAD C Mansfield Road
AGA, PEROZSHAH RUSTOMJI Yacoobkhan Road Ranchore
ANKLESARIA A C Frere Street Sadar

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PARSI RESIDENTS- *cont'd*

BHARUCHA PIROZSHAW SORABJI Kutchery Road
BHATHELA BYRAMJI BHIKHAI Mansfield Street Sadar
BHE SANIA BYRAMJI KAWASJI Kutchery Road
BHOAREKHAR DHANJISHAW FRAMJI Frere Street Sadar
BHOJWALA DHANJISHAW BOMANJI Napier Street Sadar
BHUJWALA HORMUSJI MANEKJI Johar Street Ranchore
BHUJWALA NUSSEERWANJI MANEKJI Johar Street Ranchore
BILLIA NUSSEERWANJI DINSHAW Lawrence Road Ranchore
BILLIA RUSTOMJI DINSHAW Somerset Street Sadar
BILLIA R R Somerset Street Sadar
BILLIMORIA ARDESHIR FRAMJI Bunder Road
BILLIMORIA C F Victoria Road
BILLIMORIA DOSABHOY DORABJI Inverarity Road Sadar
BILLIMORIA FRAMROZE NANABHOY Staff Lines
BILLIMORIA H P Dr Bunder Road
BILLIMORIA MUNCHERJI S Lawrence Road
BILLIMORIA P F Sunnyside Road Civil Lines
BILLIMORIA SORABJI M Lawrence Road Garden Quarter
BOATWALA JIFANGIR BOMANJI Somerset Street Sadar
BOATWALA PEKOZSHAW BOMANJI Somerset Street Sadar
BOATWALA R J Somerset Street Sadar
BULSARA PESTONJI HORMASJI Johar Street Ranchore
BUMBOATWALA MFRWANJI RUSTOMJI Staff Lines
BYRAMJI H P Garden Road

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CANTENWALLA BIRAMJI I RAMJI Garden Road
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here Street Sadar
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CHOWDRI BHIKHAJI HORMASJI Nap cr Street Silar
CHOWDHPI BURJORJI BHII HAJI Nap er Street Sadar
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PARSI RESIDENTS—*contd*

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DADACHANJEE KAWASJI TFMULJI Clerke Street Sadar
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 Clarke Street Camp
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 DALAL SORABJI ADARJI Marston Road Garden Quarter
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PARSI RESIDENTS—*contd*

IRANI FREDOON Khardad, Sadar
IRANI GUSTAD BYRAM, Garden Road
IRANI, GUSTAD RUSTOM, Sadar
IRANI JAMSHED KAIKHUSHRO Frere Street, Sadar
IRANI JEHangIR KHODADAD Clarke Street, Sadar
IRANI JEHangIR MERWAN Elph nstone Street Sadar
IRANI, JEHangIR RUSTOM, Frere Street
IRANI, KAIKHUSHROO BYRAM Garikhata
IRANI KAIKHUSHRU KHUDADAD Wellington Street, Sadar
IRANI KHUDADAD MEHERWAN, Depot Lines Sadar
IRANI, KHUDAMURAD BEHRAM, Ojha Building, Bunder Road Sadar
IRANI MARZBAN RUSTOM, Mansfield Street Sadar
IRANI MERWAN ARDESHIR Sadar
IRANI MERWAN ASPANDIAR Kutcherv Road
IRANI RUSTOM FRAMROZE, Jeyram Street
IRANI SOHRABJI I. 13, Duartes Sq Frere Street

J

JAGUS, DHANJISHAW JAMSHEDJI, Napier Street, Sadar
JAGUS, J S 38 Depot Lines
JAGUS, J S, Napier Street, Sadar
JAGUS, SORABJI JAMSHEDJI, Nabibux Street Ranchore
JALBHAY, RUSTOMJI, Elphinstone Street Sadar
JAMASJI HAKIM H C, S & T, behind Small Causes Court
JARIWALA, D D, Garden Road " " Thas Bunder)

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PARSI RESIDENTS—*contd*

KANDAWALLA ARDESIER EDELJI, Randle Road

KANDAWALLA ARDESIER EDELJI, Randle Road Garden Quarter

KANDAWALLA ARDESIER EDELJI, Randle Road

KANDAWALLA ARDESIER EDELJI, Randle Road

KANGA, KEKOBAD B, Inverarity Road Sadar

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KHAMBATTA, B H Karachi Port Trust Manora

KHAMBATTA, FRAMJI ADERJI Preedy Road

KHAMBATTA HOMEE COOVERJI Preedy Road

KHAMBATTA JAL FRAMJI Garden Quarter

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PARSI RESIDENTS—*contd*

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PARSI RESIDENTS--*contd*

MEHTA, HOMEE NUSSERWANJI Civil Lines

MEHTA, HORMASJI NUSSERWANJI Elphinstone Street, Sadar

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NOTAFRAM BAPUJI MANLAKSHAW Mansfield Street Sadar

PARSI RESIDENTS—*contd.*

MOTAFRAM, JEHANGIR ARDESHAR, Kutchery Road, Garikhata.
 MOTIWALA, RATANSHAW DADABHOY, Johair Street, Ranchore
 MULLA, PHEROZE JAMSHEDJI, Johair Street, Ranchore.

N

NADADWALA, JEHANGIR KHURSHEDJI, Kutchery Road Serai Quarter
 NADARSHAW, NAWROJI, Pleader, Garden Road
 NANABHOY, CURSEDJI, Preedy Road
 NANABHAI, MERWANJI 14 C R A Lines
 NANABHOY, MINOO PEROZSHAW, Mansfield Street, Sadar.
 NANABHOY, T., Napier Street, Sadar
 NANAWATY, DADY N C, Bonus Road
 NANAWATY, DINSHAW FRAMJI, Garden Road
 NANAWATI, FRAMJI DINSHAW, Garden Road, Sadar
 NANAVATI, MERWANJI DINSHAW, Garden Road
 NICOLWALA, PEROZSHAW SORABJI, Napier Street, Sadar

P

PAGDIWALLA, EDELJI PALLONJI, Mansfield Street, Sadar.
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PARSI RESIDENTS—contd

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SECTION G

THE DIRECTORY PART II

Continued

UNITED STATES MARINE RESERVE

Continued

WHERE TO INVEST

YOUR SAVINGS

See Appendix B, Page 7

THE EASTERN EXPRESS COMPANY, LIMITED,

Forwarding, Shipping and Clearing Agents,

GENERAL PASSENGER AGENTS

KARACHI

Main Agents

FORBES FORBES
CAMPBELL & Co LD



LAHORE

Telegrams

EXPRESS—KARACHI
EXPRESS—LAHORE

EXPORT DEPARTMENT.

Ship goods from Karachi to
ALL PARTS OF THE WORLD

Agents in all the chief ports

Packages delivered at
Any ADDRESS.

SOME CONSTITUENTS

India Flour Mills
Karachi Steam Roller Flour Mill
Ganesh Flour Mills
Delhi Flour Mills
Century Flour Mills
Shams un din & Co
Hajee Sheikh Budha Ali Mahomed
H S Buda Dost Mahomed
Fateh Mahomed Dost Mahomed
N D Malik & Sons
Elgin Mills Co Ltd
North West Tannery Co , Ltd

AGENTS IN KARACHI FOR

King King & Co
Grindlay & Co
Thos Cook & Son
Army and Navy Stores
Geo W Wheatley & Co Ltd
Neale & Wilkinson, Ltd
Davies, Turner & Co , Ltd
Van Oppen & Co , Ltd
European & General Express
Stockwell & Co Ltd
Pitt & Scott, Ltd
Robert Park & Co , Ltd
Lep Transport & Depository, Ltd &

TYPES OF GOODS HANDLED

CARPETS	GRAIN	LUGGAGE
COTTON	GUM	MOTOR CARS
DRY FRUIT	GUTS	PAPERS
FURS	HIDES	WOOL
	LAC	SKINS

MUHAMMADAN RESIDENTS —contd

ABDUL HUSAIN ALIBHOY HYDERABADWALLA Napier Street, Sadar
ABDUL HUSAIN ALIBHOY ISMAILJI MARVI, Marriot Road Market Quarter
ABDUL HUSAIN ALIBHOY JODI AWALA Princess Street

MUHAMMADAN RESIDENTS—*contd.*

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ABDULLAH JIVAJI BORA, Nab bun Street, Rauchhore
 ABDULLAH JUMA KHOJA, Boulton Market
 ABDULLAH JUSA MEMON, Lawrence Road, Garden Quarter
 ABDULLAH KASIM KHATRI, Lidb tter Street, Garden Quarter
 ABDULLAH KASIM MUMON, Hormasji Street, Garikata
 ABDULLAH KHALIKDINA KHAN, Malvery Street, Sadar
 ABDULLAH KHAMISA KHATRI, Clerk Street, Sadar

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ABDUL KADIR ABDOUL KASIM MEMON, El and Lohar Street

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MUHAMMADAN RESIDENTS —*contd*

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ABUBAKKAR JUSAF MEMON, Somerset Street Sadar
 ABU HUSAIN KHOJA, Moore Street, Scrae Quarter
 ABU MUSA MEMON, Clerk Street, Sadar
 ABU SIDIK KHATRI, Gharibabad Street

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MUHAMMADAN RESIDENTS.—*contd.*

AHMEDALI SHAH RAJABALISHAH SAYAD Diwood Street Serai Quarter
 AHMED ALLAHRAKHIO KALATI Nawabad Lyari
 AHMED A M, DR, Rumbugh Road
 AHMED ARAB MARWARI, Lohar Street, Ranchhore

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MUHAMMADAN RESIDENTS—*contd*

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BABU USMAN MEMO. Taj Mahomed Vire
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Garden Quarter
Garden Quarter
wki Lane, Ranchore

MUHAMMADAN RESIDENTS—*contd*

BACHU WALI MAHOMED MAKRANI Nava Lane Ghaniabad Lyari

Sadar

ram Road
Quarter

BAHAUDDIN KAMARDIN, Karachi Port Trust, Manora

BADSHAH NAWABKHAN MIR Railways Quarters Queens Road

BADULLAH SALAR BAKSH SHAIKH Church Street Sadar

BAGAD FAIZULLAH PATHAN, Johar Street, Ranchore

Ima Gali Sadar

Ratan Talao, Serai Quarter

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Old Town

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BHUDHO ISHAK KALHORA Kundan Street

BHUDHO HUSAIN MEMON, Musa Lane Lyari

BHURA PIRKHAN SHAIKH, Bhangi Street, Ranchore.

C

CHAGLA MITHA KHOJA Rambharathi Street Market Quarter

CHAGLA MITHA KHOJA Imambara Street Old Town

Lyari
Napier Quarter
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en's Road

MUHAMMADAN RESIDENTS—*contd.*

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DADA ELIAS KHOJA Weaver's Lane, Market Quarter
 Lines, Keamari
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 through Road, Gankhata
 Old Market
 ad, Nanakwara

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ELIAS HAJI AHYUB MEMON, Juna Kumbharwara, Lyari
ELIAS HAJI WALIMAHOMED RAGZI, Chore Street, Napier Quarter
ELIAS KASIM MEMON, Chakivur, Lyari
ELIAS KHAMASIO MEMON, Juna Kumbharwara, Lyari

MUHAMMADAN RESIDENTS—*contd*

ACKNOWLEDGMENTS

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MUHAMMADAN RESIDENTS—*contd*

FIDAIHUSAIN JAFARJI MULTANI Bunder Road Market Quarter

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 Nahomed Lane Naper Quarter
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GHULAM DASTAGIR GHULAM HYDER MIRZA Ranchore Road
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 Cooverji Street Sadar
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 Bazar Sadar
 Surar Street Serai Quarter

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 Market Market Quarter
 Naper Road
 t Old Town

GHULAMHUSAIN MAHOMEDBHIO

et Street Sadar
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 ul Road
 rere Road Serai Quarter
 Ragulana Street Ranchore

MUHAMMADAN RESIDENTS —*contd.*

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H.

HABIB AHMED MILMON, Bunder Road

HABIB SHAH CHERAG SHAH FAKIR, Cambridge Road, Nanakwara

HABIBULLAH JAFARKHAN PATHAN, Taj Mahomed Lane, Napier Quarter
ood Street, Se Qr.

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Road, Serai Qr

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MUHAMMADAN RESIDENTS —*contd*

HAJI BACHAL MAHOMED, KASIM MEMON, Sayadalishah Street, Napier Qr

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MUHAMMADAN RESIDENTS.—*contd.*

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MUHAMMADAN RESIDENTS.—*contd*

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MUHAMMADAN RESIDENTS —*contd*

SMALL TUNNEL HOLE Report For Old Town

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ISMAIL KARIM KHAN Larna Street Old Town

ISMAIL KASIM MUHAMMAD Sayer Jilpa Street Naper Quarter
vara Lyari
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Quarter

ISMAIL RAHIM KHUJA Lawrence Road Garden Quarter
ISMAIL RAHIMTULLAH MEMON Aba Sumar Street Garikhata
ISMAH SULLMAN MEMON Lawrence Road Ranchore
ISMAIL SULIMAN MULLA Tikam Lane Old Town
ISMAIL TARMAHOMED MEMON Lawrence Road Ranchore
ISMAIL USMAN KHATRI Naper Road Garden Quarter
ISMAIL USMAN MEMON Ranchore Naper Road Ranchore
ISMAH ALIBHOY FIROZI PURWALA Marr of Road Old Market
ISMAILJI HASANJI DARWALA Naper Road
ISMAILJI IBRAHIMJI HARIANWALA Charch Street Sadar
ISMAILJI IBRAHIMJI MULLA DALAI Bhuk Street Sadar
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MUHAMMADAN RESIDENTS —*contd*

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MUHAMMADAN RESIDENTS—*contd.*

JUMA HARU SHAIKH Suleman Street Old Market

JUMA LOUNG MEMON, Boulton Market

JUMA NASHIM MEMON, Suleman Street

JUMA NASHIM MEMON, Suleman Street Jail Road

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K

KADAR BUX KARIM BAKSH PUNJABI Nawabad Lyari

KADAR BUX MAHOMUD PANAH BALUCH Elphinstone Street Sadar

KADAR BUX ABDUL HUSAIN RANGWALA Kambharathi Street Old Market

KADAR BUX ALIBHOY BORI, Juma Street Sadar

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MUHAMMADAN RESIDENTS—*contd.*

KARIM LALJI KHOJA, Cincinnati Town

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MUHAMMADAN RESIDENTS—*contd*

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LADHA ALANO KHOJA Freedy Street Sadur
 LADHA ALLANA KHOJA Rampart Row Old Town — — — — — Machi Man

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MUHAMMADAN RESIDENTS—*contd.*

MANPOWER SUPPLY AND UTILIZATION IN THE U.S. ARMY, 1945-1960

1. The first group of authors (e.g., *Wallerstein, 1986*) argued that the family structure in which a child is raised has a profound and lasting impact on their psychological development. They emphasized the importance of the family environment in shaping a child's sense of self, their relationships with others, and their overall well-being.

2. The second group of authors (e.g., *Freud, 1905*) focused on the role of the unconscious mind and the influence of early childhood experiences on adult behavior. They proposed that the family is the primary source of these experiences and that the dynamics within the family play a crucial role in the development of the psyche.

3. The third group of authors (e.g., *Skinner, 1953*) emphasized the importance of learning and behavior in the family. They argued that children learn through observation and reinforcement, and that the family environment provides the context for this learning process.

4. The fourth group of authors (e.g., *Erikson, 1950*) focused on the stages of psychosocial development and the role of the family in each stage. They proposed that the family provides the support and guidance needed for a child to successfully navigate these stages and develop a healthy sense of self.

5. The fifth group of authors (e.g., *Bowlby, 1951*) emphasized the importance of attachment and the role of the family in forming secure attachments. They argued that the quality of the attachment relationship between a child and their primary caregiver has a profound impact on their emotional and social development.

6. The sixth group of authors (e.g., *Bronfenbrenner, 1977*) focused on the ecological systems approach, which views the family as a system that interacts with other systems (e.g., school, community). They argued that the family is a central component of the child's environment and that its functioning is influenced by various factors, including social and cultural context.

7. The seventh group of authors (e.g., *Gelles, 1971*) emphasized the importance of the family in the transmission of social values and norms. They argued that the family is the primary agent of socialization and that its structure and functioning play a crucial role in shaping a child's values and beliefs.

8. The eighth group of authors (e.g., *Miller, 1984*) focused on the role of the family in the development of mental health. They argued that the family environment can either promote or hinder a child's mental well-being, and that understanding the family is essential for effective mental health treatment.

9. The ninth group of authors (e.g., *Miller, 1984*) emphasized the importance of the family in the development of a child's sense of identity. They argued that the family provides the context in which a child develops their sense of self and their place in the world.

10. The tenth group of authors (e.g., *Miller, 1984*) focused on the role of the family in the development of a child's moral development. They argued that the family is the primary source of moral education and that its structure and functioning play a crucial role in shaping a child's moral values and behavior.

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MUSKIN RAMZAN MARWARI, Ranchore

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NABIMAN KADL KHATRI Napier Road Garden Quarter
NABIBUN BAWDIN SHAIKH Barnes Street Ranchore

NABIRUN BAWDIN SHAIKH Barnes Street Ranchore

MUHAMMADAN RESIDENTS—*contd*

NANDU VIDO KHOJA, Alladina Street Napier Quarter
 NANJI KOOVARJI KHOJA, Elus Street Old Town
 NANJI KUVFRJI ISMAILIA KHOJA, Jafir Fadu Street, Machi Miran
 NANJI PADAMSI KHOJA, Lawrence Road Garden Quarter
 NANJI VALJI KHOJA, Kasi Street Old Town

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MUHAMMADAN RESIDENTS —*contd*

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MUHAMMADAN RESIDENTS —*contd.*

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MUHAMMADAN RESIDENCES — *contd*

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MUHAMMADAN RESIDENTS—*contd.*

SHAIKH ADAM IBRAHIM SHAIKH, Manora

SHAIKH AHMED MUHSIN, Nakhla Street, Banchora

Pier, Keaman
Road

Quarter.

Nakhata

Pier Quarter

Pier, Serai Quarter

Pier Quarter
Pier, Old Town
PierNakhata
MarketPier Street Serai Qr
Pier
Pier Quarter
Pier Quarter
Pier Quarter
Pier.

Pier Lyari

Pier.

Pier.

Old Town.
Pier.

MUHAMMADAN RESIDENTS—*contd*

SULLMAN RAHIM SHAHH Lawrence Road Ranchore

SULEMAN SUMAI DHOBI alias, Street Old Town

SULEMAN SUMAI MEMON Fish Market Street

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SULTAN ABDUL HUSAIN ISMAILI alias, Machi Miani

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MUHAMMADAN RESIDENTS—*contd*

TAYABALI NURDHOY FASS Mansfield Street

U.

ULFAI ALIMUNSHI ZAMAN ALI QURFSHI, Kanji Tulsidas Street, Serai Quarter

Quarter

UMAR ISHAK MIMON, Gopal Street, Jema Bazar

UMAR MU SA MEMON, Victoria Road

UMAR NURMAHOMED CULCHI, Napier Road, Garden Quarter

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MUHAMMADAN RESIDENTS.—*contd.*

V.

VALA DOSA MEMON, Ranchhorepur Road, Garden Quarter

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MUHAMMADAN RESIDENTS.—*contd.*

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SECTION H.
THE DIRECTORY, PART II
(Continued)
LEADING HINDU RESIDENTS.

Saving—the Secret of Success

WHERE TO INVEST

YOUR SAVINGS

See Appendix—B, Page 7

THE EASTERN EXPRESS COMPANY, LIMITED,

Forwarding, Shipping and Clearing Agents,
GENERAL PASSENGER AGENTS

KARACHI

Managing Agents

FORBES FORBES
CAMPBELL & Co. LD



LAHORE

Telegrams

EXPRESS—KARACHI
EXPRESS—LAHORE

CLEARING DEPARTMENT

Clear goods through the Customs immediately
landing has been effected and despatch
same efficiently and economically to
ANY PART OF INDIA

SOME CONSTITUENTS

BANKS

Alliance Bank of Simla, Ltd
National Bank of India, Ltd
Bank of Northern India, Ltd

MUNICIPALITIES

Karachi, Lahore, Amritsar

RAILWAYS

Jodhpur Bikaner Railway
Mirpurkhas Jhudo Railway
Mirpurkhas Khadro Railway
Larkana Jacobabad Railway
Jacobabad Kushmore Railway

MERCHANTS, MILLS, ETC

New Egerton Woollen Mills, Ltd
Marshall Sons & Co, Ltd
Duncan Stratton & Co, Ltd
John Fowler & Co, Ltd
Minck, Ltd
Punjab Religious Book Society
R. L. Khanna & Co
Shunkerdas & Co
Delhi House, Lahore
Moolchand & Co
Kirparam Bros
Rai Saheb Gulabsing & Sons
Jai Dayal Kapoor & Sons
Peliti's Grand Hotel
Bharat Commercial Co, Ltd

TYPES OF GOODS HANDLED

ACIDS	ELECTRIC PLANT	OILMAN STORES
AEROPLANES	FURNITURE	PAPER
ARMS & AMMUNITION	GLASSWARE	PIECE GOODS
BOILER	ICE PLANTS	PIANOS
CEMENT	LOCOMOTIVES	SILVERWARE
CROCKERY	MATCHES	TOYS
CIGARS & CIGARETTES	MOTOR CARS & CYCLES	WINES & SPIRITS

HINDU RESIDENTS—*contd.*

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Old Town
khi Lane Old Town
Jorn Bazar
id Sera Quarter
ASUMAL LILARAM GYANANI, Weavers Lane, Market Quarter
ASUMAL ROCHIRAM PUNJABI, Old Dispensary Road Market Quarter
ASUMAL VARIOMAL KHATRI, Sukhdhara Lane, Old Town

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DATA NOT RECORDED As 1 m Dead Donkey

HINDU RESIDENTS—*contd.*

BABURAM SHAMY LOHANA Ghulam Hussain Street, Napier Quarter.

BADAL DE TARAM PARDESI, Jamsetji Bhambha Street Sadar
 BADANCHAND LABHCHAND DAMANI Napier Road Serai Quarter
 BADRINATH TRILOKNATH PANDIT, Machi Miami
 BAGALMAL TARACHAND LOHANA, Rampart Row Market Quarter.
 BAGAMAT KANHU DUNFARI, Market Sadar

Garikhata
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 Quarter

BAGINAT NADHIMAT LOHANA, D. J. Street Market Quarter

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Market Quarter
 BAKSHIRAM MURLIDHAR MARWARI, Newnham Road Old Town
 BAKSHIRAM VASTIRAM KHATRI Bunder Road, Serai Quarter
 BALAJI KRISHNAJI PALAO, Faiz Mahomed Fatehali Road, Serai Quarter.
 BALASING KANSING SUTAR, Church Street, Sadar

e Ranchore

Napier Quarter.
 ket Quarter

BALIRAM VISHWANATH BRAHMIN Somerset Street, Sadar

Road, Nanakwara

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 id Begarikhata.
 ikhata
 handra Temple Road.

BALU KALIDAS LOHANA Killine Street, Napier Quarter
 BATHI MANMA, Nanak Street, Sadar

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HINDU RESIDENTS—*contd*

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HINDU RESIDENTS—*contd.*

BHOJA CHUGOMAL KHAIRPURI, Hormasji Street, Gankhata

BHOJA VASRAM KUNBI, Bhawan Street Ranchore

BHOJAMAL BASARMAL CHHAPRU, Abdur Rahman Street, Market Quarter

BHOJAMAL FATEHCHAND SAHTA, Ramrakhamal Street, Old Town

BHOJOMAL JHAMANMAL BHAGNARI Mahomedshah Street

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HINDU RESIDENTS—*contd*

HINDU RESIDENTS —*contd.*

CHANDANMAL RAMCHAND PUNJABI, Ellis Street, Old Town

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HINDU RESIDENTS.—*contd.*

HINDU RESIDENTS.—*contd.*

CHELARAM LEKHRAJ SIDWANI, Rambaugh Road, Garrikhata
 CHELARAM JHANGIRAM PUNJABI, Rambaugh Road, Garrikhata
 CHELARAM LILARAM NASARPURI, Thanai Lane, Old Market

Quarter

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HINDU RESIDENTS.—*contd*

HINDU RESIDENTS.—*contd.*

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HINDU RESIDENTS.—*contd.*

DAYARAM UTRUMAL HYDERABADI, Kundan Street, Market Quarter

DAYARAM VISRAM LOHANA, Ali Budha Street, Ranchore

DAYARAM WADHWAJI ADUNI, P. N. Street, S. J. Court

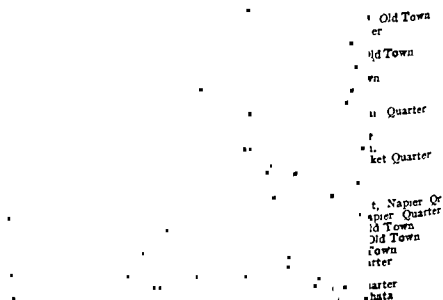
DEVJI DOSA KHAVAS Court Road, Ranchore

HINDU RESIDENTS.—*contd*

DEVJI DAIDAY GUJAL, Dungee Street, Nanakwara



DEVSI KARANSI SARASWAT, Princess Street, Nanakwara
 DEVSI LADHA KANSARA, Jina Street, Ranchore



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HINDU RESIDENTS —*contd*

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HINDU RESIDENTS —*contd*

DHARSI JIWAN LOHANA, Cutchi Wada Lane No 2 Old Town
 DHARSI KALIDAS LOHANA Chuba Street Napier Quarter
 DHARSI KANJI LOHANA, Marriott Road Market Quarter
 DHARSI KARAMSI LOHANA, Lawrence Road, Nanakwara

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DINGAMAL MANGHARAM KIRPALANI, Bunder Road

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HINDU RESIDENTS—*contd*

- DOULATRAM VARUMAL ADVANI Chunda Lekhray Road Gar khata
 DUHILANOMAL JIWATRAM SHIVDASANI Buri Road Gar khata
 DUHILANOMAL SHAMDAS SHAHANI Luri Road Gar khata
 Car khata
 Quar er
 mid Fatehl Rd Gar khata
 Quarter
 re
- DULABHJI VELJI LOHANA Aladina Street Nap er Quarter
 DULABHJI VJRJI BHAI IN Bhami Street Ward n Quarter
 DULAMAL GHANSHAIDAS SHIVARPURI Rampart Row Old Town
 DULAMAL THAWAKDAS ADVANI Tiratda Road Gar khata
 DULARAM HUNDARAM GOGIA Ramchandra Temple Road Gar khata
 Road Gar khata
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 Quarter
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- DUNGARSI NENSI LOHANA Mu ad Khan Road Turk t Quart r
 DUNGARSI PADAMSI LOHANA Chuba Street Nap r Quarter
 DUNGARSI SHAMJI JOSHI Neham Road Old Town
 DUNGARSI VASRAM LOHANA Frere Road Cad n) r
 DURGDAS BHOJRAJ ADVANI Rambhau Road h a
 DURGDAS BIHARILAL JUNGJI Ramchandra Temple Road Gar khata
 Street Old f wa
 DURGADAS bra
 DURGADAS D bra
 DURGHADA halra Lane Old Town
 DURGDAS S
 Street Begar khata
 Mark t Quarter
 n
- DWARKADAS DEUMAL LOHANA Lawrence Road Garden Quarter
 DWARKADAS HARIRAM AHUJA Jafar Iadoo Street Mah Men
 DWARKADAS JETHANAND WADHWA Marrot Road Market Quarter
 Road Ga khata
 Old lo n
 chata
- DWARKADAS TLJBHANDAS OJHA Ram art Row Old Town
 DWARKADAS THAKUMAL SHIKARI URI Murad I han Road Market Quarter
 DWARKANATH TRIMBUK CHITRL Ram rugh Road ar khata
 DWARKAPRASHAD BHAVANI Sa car of Messr Dwarkaprashad Lachmandas

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GAGAN SOBHRAJ UTRADI, Blenkins Street, Sadar.

GAGJI RAGHA RAJPUT Johur Street, Ranchore

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GANDALAL MEGHJI DARJI, Princess St, Nanakwara

GANDALAL MEGHJI LOHANA, Mahomed Shah Street, Napier Quarter

GANDAMAL BHERUMAL GHAKAI Virji Street, Old Town

GANDAMAL TATTA CHAND SAHTA Hamir Mukhi Street Old Town

GANDAMAL NARSINGLAL SAHTA Diwan Dhula Lane Old Town

GANDAMAL SHEWARAM LOHANA Abdur Rahman Street, Old Town

GANDASINGH, care of K E S C, Elinder Road

GANESH BAHU FRADHAN, Panjrapore Road, Garikhata

GANESH GOVIND PARDISHI, Court Road, Ranchore

GANESH HIRAGAR BHAT, Rampert Row, Old Town

GANESH VALABJI DOSHI, Nabibux Street Ranchore

GANESH VASUDEV KANT, Robson Road, Garikhata.

GANESH VIJHAL TINDULKER Rambaugh Road Garikhata

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GANGARAM LILARAM NASARPURI, Khushal Lane, Old Town

GANGARAM MAHANT BRAHMIN Marriot Road Old Town

GANGARAM MAHANT BRAHMIN Cutchi Wada Lane No 2, Old Town

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HINDU RESIDENTS—*contd.*

GOPALRAO BHONSLE, care of Maratha Union Garikhata
 GOPINATH HAWARAM MIROTRA Nicol Road Serai Quarter

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 3. *Methodology*
 4. *Results*
 5. *Discussion*
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HINDU RESIDENTS —*contd*

HARJASRAI DHANIRAM KHATRI, Bunder Road
 HARJASRAI DHANIRAM PUNJABI Rumbaugh Road Garikhata
 HARJIVAN DAYARAM SHUKLA Jail Road
 HARJIWAN HIRACHAND SHAH Bindra Road
 HARJIVAN MADHAVJI KHANDA Agi Mowj Street Ranchore
 HARJIVAN PITAMBAR BRAHMIN Gopal Street Ranchore
 HARJIVAN TRIBHOVAN LOHANA Somerset Street Sadar
 HARJIVANDAS TRIBHOVANDAS SHAH Kalthunji Street Ranchore
 HARIVALLABH CHHAGANLAL SONI Clarke Street Sadar
 HARKISHAN DHARAMDAS KHATRI Old Dispensary Road Old Market

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HASAMAL RIJHUMAL HYDRABADI Old Market
 HASANAND LAL PAIPAL Ganga of Mace, Lathana and H. Road

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HASHMATRAI KHANCHAND MIRCHANDANI Hospital Road Ranchore
 HASHMATRAI KHUBCHAND JAGTIANI Bunder Road
 HASHMATRAI NAVALRAI ADVANI Bunder Road
 HASHMATRAI NEBHRAJ SIPAHIMALANI Burna Road Garikhata
 HASHMATRAI S. HIRANANDANI G. d. nal Lekhray Road Garikhata
 HASHMATRAI TILU MAL LOHANA Hospital Road Ranchore
 HASHMATRAI TOTIKAM MANSUKHANI Butchery Road Serai Quarter
 HASHMATRAI TOTIKAM MIRCHANDANI Ranchhore Road
 HASHMATRAI VERHOMAL RAJPUT Nicol Road Serai Quarter
 HASOMAL BELARAM BHAGNARI Patmu Dalal Street Joria Bazar
 HASOMAL CHELARAM NANDWANI Gudumal Lekhray Road Garikhata

Garikhata

HINDU RESIDENTS —*contd*

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HINDU RESIDENTS —*contd*

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 . ha nrai Lane, Old Town
 . Joria Bazar
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 HIRANAND KHATANMAL PUNVANI Burns Road Garikhata
 HIRANAND KISHINCHAND care of Messrs. Budhram Parmanand
 HIRANAND KOBCHAND ITRADI Frere Street Sadar

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HINDU RESIDENTS —*contd*

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JADAVJI GOVINDJI RUKHA Rampart Row, Old Town
 JADAVJI KALIDAS THAKER Salehmahomed Street Old Town
 JADAVJI KALIDAS THAKER Salehmahomed Street Old Town

Old Town

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JAGJIVAN GOURISHANKAR BRAHMIN Daryalal Street Old Market
 JAGJIVAN HARJIVAN SHAH Princess Street Ranchore
 JAGJIVAN HARISHANKAR BRAHMIN Jivan Street Ranchore
 JAGJIVAN JASRAJ TANNA Jail Road

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JAGJIVAN PREMJI LOHANA Najmuddin Street Jail Quarter

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JAGJIVAN PREMJI LOHANA Najmuddin Street Jail Quarter

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HINDU RESIDENTS—*contd*

JAMNADAS NARAYNDAS KHATRI, Bunder Road

JAMNADAS SHIVANDAS JAGASIA, Bunder Road

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Garikhata.

Old Town

JANIMAL ISARDAS SHAHDADPURI, Pir Patha Lane, Old Town

JANIMAL KHIOMAL MALUKANI, Bunder Road near Crown Cinema, Sadar

JANIMAL POHUMAL BACHANI, Kutcherry Road, Garikhata

JANKIDAS HARVAMDAS KAPUR, Bunder Road

JAMEJA SINGH, Office of Sind Rajputana Dist. Army Headquarters

JANRAM RAGHU RAJPUT, Kharadar Lane, Old Town

JANTILAL RATONJI BRAHMAN, Marsham Lea Road, Garden Quarter

JAROMAL GURBOMAL LOHAR, Bagdadi Lyari

JASA KHETA KUNBI, Lawrence Road, Ranchore

JASHANMAL CHELARAM SAHTA, Kundin Street, Joria Bazar

JASHANMAL KISHANCHAND BRAHMIN, 207 Old Dispensary Rd, O.J. Market

JASHANMAL RAJUMAL LALWANI, Pready Street, Sadar

JASHANMAL SANGUMAL TEKWANI, Youngshah Road, Ma-hi-Miani

JASHANMAL SHEWAKRAM SHEWANI, Andrew Road, Kurachi

JASHANMAL WADHUMAL JHANGIANI, Amal Road, Garikhata

JASHANMAL WADHUMAL KHATWANI, Nehru Road, Old Town

12 Mid Fathullah Road, Seraf Quarter

Pragripore Road, Garikhata

Road, Nanakwara

Ranchore

JASRAJ VALJI LOHANA, Mahomedshah Street, Napier Quarter

JASWANTRAI, care of office of C. R. E., Western Command

JASWANTSING HIRASING SUTAR, Ranchhore Quarter

JATANLAL BAJIBHAI MANKODI, Ramnagar Road, Garikhata

JATASHANKAR DAMODAR DAVE, Lawrence Road, Nanakwara

JATASHANKAR DEVSHANKAR BHATT, Prince's Street, Ranchore

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JERAM ABAJI GAVADE, Princess Street, Ranchore

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HINDU RESIDENTS —*contd*

VEDANTAS MATHANAYAGAN LAKSHMI Capt Rattan Tulao Garikhat
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 Joria Bazar
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HINDU RESIDENTS—*contd.*

JETHANAND LEKHRAJ LOHANA Prem Patoli Lane Old Town
 JETHANAND MAIDAS VAZIRANI D. 100, B. 1

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 andra Temple Road, Garikhata
 idy Mulli Lane Old Town
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 Hospital Road, Ranchore
 Road Old Town
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 atehali Road Seru Quarter
 ish Street, Naper Quarter
 herry Road, Seru Quarter
 nal Lekhras Road, Garikhata
 ox Street, Ranchore
 ndan Street Jorin Bazar

Chagla Street, Market

HINDU RESIDENTS —*cont'd*

RAKUMAL ASUMAI VAVO, Gawoonmal Street, Napier Quarter.

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KESHAVJI DOSABHOY LOHANA, Bellasis Street Serai Quarter

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HINDU RESIDENTS —*contd.*

KHEMCHAND HEMANMAL LOHANA Railway Quarters Frere Town
 KHEMCHAND HASOMAL BHAGNARI, Old Market Joria Bazar
 KHEMCHAND JAGJIWAN PANACHAND Hall Street, Sadar
 KHEMCHAND JETHMAL THATHIRYA Wavariamal Lane Old Town

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KHERAJ HANSRAJ KHATRI, Princess Street Nanakwara
 KHERAJ LALJI RUPERA Cutchi Wada Lane No 2 Market Quarter
 KHFRAJ MAVJI LOHANA, Princess Street Nanakwara
 KHERAJ NENSI LOHANA Jhina Street Ranchore
 KHETSI HEMRAJ LOHANA Princess Street, Nanakwara

HINDU RESIDENTS —*contd*

- KHUBCHAND FATEHCHAND GULRAJANI Anmal Ojha Road Garikhata
 KHUBCHAND ISARDAS RHIRA Frere Road Sera Quarter
 KHUBCHAND KISHANCHAND SAHITA Chugutha Street Old Town
 KHUBCHAND LADHOMAL HYDERABADI Alchandra Street Jor a Bazar
 KHUBCHAND MUGHRAJ MANGHIRMALANI Ransaukh Road Garikhata
 da Road Garikhata
 am Road Old Town
 mundan Street Jor a Bazar
 Patha Lane Old Town
 KHUBCHAND VISHANDAS HIRANI Kutchery Road Sera Quarter
 KHUBCHANDANI G J Ram Mandal Garikhata
 ARI Mahomed Shah Street Jor a Bazaar
 MHTA Frances Street Ranchore
 DHANA Darasal Street Old Market
 DHIRU kundinal Street Old Town
 ANA Mubair Street Old Market
 KHUSHALDAS GOKALDAS BAHINJI Mahomed Street Old Town
 KHUSHALDAS GOPALDAS CHHAPRI Dwani Duan Lane Old Town
 KHUSHALDAS GOPALDAS KHATRI Rampart Kow Old Town
 KHUSHALDAS HELMANDAS PUSKARNA Khadair Lane Old Town
 I Faz Mahomed Fatehali Road Sera Quarter
 Murar Street Sera Quarter
 Prem Patil Lane Old Town
 Bundar Road
 Mthadar Old Town
 KHUSHALDAS PAHLAJKUM GARI Ashramda Sukhramda Street Old Town
 KHUSHALDAS RIGA KHATRI Doulatram Jethma Road Market Quarter
 Mahomed Shah Street Jor a Bazaar
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 KIMATRAI ASUMAL LOHANA Lawrence Road Ranchore
 KIMATRAI BHUJRAJ HIRANANDANI Garikhata
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 KISHANCHAND BUTAMAL KHATRI Rampart Kow Old Town
 KISHANCHAND DAYARAM BHAWNANI Burns Road Garikhata

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 LAKHMICHAND GANDOLAL KHATRI Tyab Road Sra Quarter
 LAKHMIDAS KHANCHAND CHOPRA Hasalil Bandh Koll Sra Quarter
 LAKSHMINARAIN SHRII ARSAD MARWATI Fl Street Old Town
 LAKSHMISHANKAR JAYSHANKAR TRIVEDI Munim Sra Cnema
 LAKSHMISHANKAR RAMJI PHOTI Ghnd Street Ranchore
 LALAMAL VARIANAL LOHANA Rambharth Street Old Market
 LALARAM MANGHUMAL HUNJABI Clarke Street Sadar
 LALCHAND ALIMCHAL D MANSUKHANI Lura Road Gar khata
 LALCHAND AMARDINGOMI JAGDANI Barn Road Gar khata
 LALCHAND BHOPATRAI TIJWANI Anil Road Gar khata
 LALCHAND CHAINI ALCHANDIRAMAJI Ranchore Road
 LALCHAND CHOTIRMAL SAHTA V sararida Sukhramdas Street Old Town
 LALCHAND FATEH HANUULLRATANI Gulmal Lkariy Road Gar khata
 LALCHAND GULAMAL SHIKARIERI Ranharth Sree Old Market
 LALCHAND HIRANAND LOHANA Kanhi Lal Lane Old Town
 LALCHAND HASOMAL KUNDNANI Keral Road Gar khata
 LALCHAND JETHANAND JAGASIA Najir Road Vnirra
 LALCHAND JETHANAND KHATRI Wwrs Lane Old Market

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LALUMAL DEVANMAL LOHANA Khe nchand Lane Old Town
 LALUMAL JETHANAND LOHANA Zakria Lane Old Market

HINDU RESIDENTS — *contd.*

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Begarkhata

LAXMAN APPA MARATHA, Outram Road Serai Quarter
LAXMAN BABU PALAO, Rambaugh Road, Garikhata
LAXMAN BHIKAJI SAVANT, Faiz Mahomed Fatehali Road, S Quarter
LAXMAN GOVIND MANDA, Jhamrai Road Garikhata
LAXMAN HARI MARATHA, Irere Street, Sadar
LAXMIDAS RAMJI BRAHMIN, Tulsi Street Begarkhata
LAXMAN RAWJI BHONSLE R F A. Lines

LEKHRAJ RATANSING BHAWNANI, Hospital Road, Ranchore.

Quarter

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Jonia Bazar.

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HINDU RESIDENTS —*cont'd*

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LUXMAN RAMJI MARATHA Lawrence Road Garden Quarter
LUXMAN VITHOO MARATHA Workshop Road Ranchore
LUXMANDAS MEHARDAS ANAND Princess Street Ranchore
LUXMINARAIN SITARAM TALATI Ragudana Street Ranchore

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Old Town
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VANDERBILT HALL LOHANA D - 01 Street, Ranchore
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HINDU RESIDENTS—*contd*

MADHURAO RAMCHANDAR GUPTA Kanji Tulsi-das Street Serai Quarter
own

Ranchore

Quarter

MAGANLAL JIVRAJ SHAH Aja Mowji Street Ranchore

MAGANLAL KARSAN LOHANA, Khori Road Market

MAGANLAL KASTUR GOSALIA Princess Street Ranchore

MAGANLAL KUNJALCHAND SHAH Begankhata

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MAKANJI RAMJI LOHANA Byramji Motwarji Street Sadar

MAKHANSING LALSING SIKH Narayan Street Serai Quarter

MALIK G N, care of Prem Vaid

MALAWASINGH Ramchandra Temple Road.

wood Street, Serai Qr

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HINDU RESIDENTS.—*contd.*

MANSING DEVKARAN THAKER, Napier Road
 MANUMAL TEJUMAL UTRADI, Frere Street, Sadar
 MAVJI KABAJI, care of S. N. S. I. Club
 MARUTI BABAJI MARATHA, Ma dan Street, Ranchore
 MARUTI JANU MARATHA, Johar Street, Ranchore
 MATABADAL RAMCHARAN BRAHMIN, Workshop Road, Ranchore
 MATABSING SAHIBSING SHAHANI, Garikhata
 MATANMAL FATEHCHAND JAGASIA, Butler Road
 MATANMAL TAKANDAS BHAGNARI, Pannu Da'al Street, Jor a Bazar
 MATHRADAS JADAVJI LOHANA, Lawrence Road, Garikhata
 MATHRADAS NANJI LOHANA, Darvala Street, Market Quarter
 MATHRAPARSAD RADHAKISHIN HINDUSTANI BRAHMIN, Outram Rd. S. Q.
 MAVJI DANA KUNBI, Lawrence Road, Garden Quarter
 MAVJI HAKA RAJGORE, Jhina Street, Ranchore

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 Ranchore

MAYASHANKAR VALABHRAM ACHARYA, Barnes Street, Garden Quarter
 MAVJI KHIMJI, Secy. and Treas. R. M. G. Free Reading Room and Library
 MEGA MEGOR PUNJABI, Ranchore Road

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HINDU RESIDENTS —*contd.*

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Road Garikhata

METHAPAN FESTIVAL ADWANI Bania ch Road Garikhata

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HINDU RESIDENTS —*contd.*

MODERN WORLD LITERATURE No. 341 = \$2.00 + 10% O. S. & P.

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For

HINDU RESIDENTS —*contd*

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HINDU RESIDENTS —*contd*

NACHANMAL VITHALDAS LOHANA, Outram Road, Serai Quarter	3e, Gankhata
NADUMAL TARACHAND LOHANA, Khori Road, Market	7AT
NAGARDAS DEVKRISHAN BRAHMIN, Alladina Street, Napier Quarter	n
NAGARDAS DEVKRISHAN BRAHMIN, Alladina Street, Napier Quarter	khata
NAGARDAS DEVKRISHAN BRAHMIN, Alladina Street, Napier Quarter	own
NAGARDAS DEVKRISHAN BRAHMIN, Alladina Street, Napier Quarter	Gankhata

N.

NACHANMAL VITHALDAS LOHANA, Outram Road, Serai Quarter
 NADUMAL TARACHAND LOHANA, Khori Road, Market
 NAGARDAS DEVKRISHAN BRAHMIN, Alladina Street, Napier Quarter

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HINDU RESIDENTS.—*contd.*

NARAIN BABLI SAWANT, Sutar Street, Ranchore

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HINDU RESIDENTS —*contd.*

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HINDU RESIDENTS—*contd.*

NIRANJANDAS KHUSHIRAM PUNJABI, Bunder Road, Serai Quarter

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ODHAMAL KALUMAL NASARPURI, Khanchand Street Old Town

ODHAVJI VAGHJI LOHANA, Pimpri, Street Nanakwala

ODHAVJI VAGHJI LOHANA, Princess Street, Nanakwara
OGI'AD RUGHNATH SHRIMALI Princess Street, Nanakwara

OKARMAI KALIANMAL BHATRI Market Road Old Town

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PACHAN JADHAVJI LOHANA Hasanah Lane Serai Quarter

PARDAMANSING CHAMBASING KHALSA Frere Road Serai Quarter

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HINDU RESIDENTS.—*contd.*

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RATILAL UDHAVJI SHAH, Kundan Street, Joria Bazar

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Joria Bazar

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RAVJI JHAVERCHAND MEHTA, Princess Street, Ranchore

RAVJI KESHAVJI LOHANA, Mahomedshah Street Napier Quarter.

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HINDU RESIDENTS.—*contd.*

SADHI SING BALIRAM KHATRI, Jackson Street, Keamari
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SAMBHU DHANU LOHANA, Darvalal Street, Marlet

SAMBHU SHIVA MARAFIA, Narayn Street

Road

Market

Jaipur Road, Gurkhata

SANJIDAS IDANMAL LALVANI, Garikhat

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SANJU LALMAN KORI, Somerset Street, Sadar

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HINDU RESIDENTS.—*contd.*

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SHAMJI DINKAR GADANNA Alikda Serai Param Street

Quarter.

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Jonia Bazar
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Old Road Gankhata

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HINDU RESIDENTS —*contd.*

SADHI SING BALIYAM KHATRI Jackson Street Keamari
SAGUNRAI RAGHU MARATHA Ghondi Street Ranchore
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SAJURAM SOBHRAJ CHHAPRU Ice Road Serai Quarter
SAKARCHAND JI TSI JAIN Khori Road Market
SAKARCHAND NARSIDAS MAJANI Tyarnji Verwanji Street Sadar
SAKARAM GUNG MARATHA Dharamsala Street Keamari
SALAFAMU LICHAN MATALIA

SAKHARAM YESOO PARAB Princess Street Ranchore
SAKHAWATRAI CHAIRAI JALIB Market Road Old Town
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SANIDAS BHAGCHAND MURJANI Langrapore Road Garikhata
SANIDAS IDANMAL LALVANI Garikhata
SANIDAS JETHMAL MIRCHANDANI Langrapore Road Garikhata.
Bunder Road Garikhata
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toe Keamari
Workshop Road Ranchore.

SANTU LAXMAN KORI Somerset Street Sadar
SANTOKESING BALAKSING KHALSA Bunder Road
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SHEWARAM LUNIDARAM SHIKARPURI Newnham Road Old Town

SHEWARAM MULRAM VAZIRANI Bunder Road

SHEWARAM PARURAM PUNJABI Salih Mahomed Street Old Town

SHEWARAM IRUMCHAND JAGASIA Bunder Road

SHEWARAM PURSULMAL CHAINANI Asanmal Ojha Road Garikhata

SHEWARAM SATRAMDAS VAZIRANI Panjrapore Road Garikhata

Quarter

SHIVANDAS KIMATRAI VAZIRANI Panjrapore Road Garikhata

SHIVANDAS RAMCHAND ADVANI Garikhata

SHIVANDAS SWAMINARAIN BRAHMACHARI Bunder Road

SHIVRAM BABAJI Rambangh Garikhata

SHIVRAM BAPU PARAB Sutar Street Ranchore

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HINDU RESIDENTS—*contd.*

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SOBHRA] TOURMAL, c/o Messrs Jethanand Malchand
 SOBHRA] TOLARAM VAPARI Rambaugh Road, Gankhata
 SOBHRA] TULSIDAS WANANI Dharmasala Street Keamari

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TOLARAM SHEWARAM SHROFF Kundan Street Jona Bazar

TOLARAM TIKAMDAS PUNJABI Bander Road Serai Quarter

TOLARAM VISHINDAS DIWANI 13, lane from Faiz Md Fat hah Road Serai Qr

TOLASING KHUSHALSING ADWANI Burns Road Garikhat

TOPAN LILASING DHINGRA Marriott Road Market Quarter

HINDU RESIDENTS —*contd.*

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HINDU RESIDENTS—*contd*

VALJI GIGA KADIA, Court Road, Ranchore

VALJI PITAMBAR LOHANA, Princess Street Nanakwara

HINDU RESIDENTS—*contd.*

VASUDEV SHANKER DEVDHAR	Robson Road	Garikhata.
VASUDEV SHANKARLAL SHUKLA	Vishandas Road	Begurikhata
VASUDEV SITARAM SHUKLA	Robson Road	Garikhata
VASRAM ANANDJI LOHANA	Lawrence Road	Nanakwara
VASRAM KALYAN KADIA	Asylum Road	Ranchore
VASRAM KHUSHAL KANSARA	Jhina Street	Ranchore
VASRAM MUGHJI LOHANA	Princess Street	Nanakwara
VASRAM VIRJI LOHANA	Nahibux Street	Ranchore
VASTA VELJI LOHANA	Allahrakhua Street	Naper Quarter
VASTA VELJI LOHANA	Daryalal Street	Market Quarter
VATANMAL GANGARAM PUNWANI	Robson Road	Garikhata
VATANMAL SOBHRAJ THADHANI	Pantrapore Road	Garikhata
"	"	reet Market Quarter
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HINDU RESIDENTS —*contd*

APPENDIX A

WHAT INDIA BUYS FROM OVERSEAS
WHAT INDIA SELLS OVERSEAS.

Saving—the Secret of Success

WHERE TO INVEST
YOUR SAVINGS

See Appendix -B, Page 7

APPENDIX A—2.

INDIA'S SALES ABROAD (contd)

(In lakhs of rupees)

	Average of five pre war years 1903 10 to 1913 14	1919 20	1920 21	1921 22
III —ARTICLES WHOLLY AND MAINLY MANUFACTURED				
Yarns and textile fabrics —				
Jute	20 25	50 01	52 99	30 00
Cotton	11 40	27 41	18 27	15 64
Wool	26	67	84	71
Silk	7	6	5	3
Others	1	3	2	5
Hides and skins tanned or dressed and leather	4 30	12 71	3 29	4 03
Chemicals drugs and medicines	10 53	3 03	3 79	2 86
Dyes and colours	1 17	2 66	1 11	1 33
Metals other than iron and steel and manufactures thereof	22	58	1 19	1 78
Metals iron and steel and manufac- tures thereof	32	47	59	56
Apparel	18	7	30	31
Cutlery hardware and implements (ex- cept machine tools) and instru- ments	6	8	10	3
Paper pasteboard and stationery		3	2	3
Furniture cabinetware and manu- factures of wood	6	12	9	12
Railway plant and rolling stock	1	1	11	7
Glassware and earthenware	2	3	2	2
Machinery of all kinds including bel- ting for machinery		2		
Carriages and carts including cycles and motor cars				
Miscellaneous	3 00	5 01	4 10	4 50
Total Class III	51 88	1 03 25	86 91	61 67
IV —MISCELLANEOUS AND UNCLASSIFIED				
	2 12	3 71	4 29	4 64
Total	2 19 50	2 09 01	2 38 30	2 29 55

(Remember the rise in prices —100 % to 50% since 1914)

WHAT INDIA BUYS FROM OVERSEAS.

Value (in lakhs of rupees) of Imports, Private Merchandise.

	Average of five pre war years 1909 10 to 1913 14	1919 20	1920 21	1921 22
I—FOOD, DRINK AND TOBACCO				
Sugar	13 18	22 99	18 50	27 50
Grain pulse and flour	20	3 09	5	9 34
Provisions and oilman's stores	2 05	2 91	3 61	2 71
Liquors	1 72	2 91	4 21	3 37
Other food and drink	83	2 32	2 44	1 70
Spices	1 50	2 26	1 91	1 93
Tobacco	71	2 02	2 06	1 65
Fruits and vegetables	1 08	1 90	1 68	1 08
Tea	22	54	49	71
Fish (excluding canned fish)	31	19	21	19
Total Class I	21 80	41 13	30 97	50 13
II—RAW MATERIALS AND PRODUCE AND ARTICLES MAINLY UNMANUFACTURED				
Oils	39 5	9 44	8 76	7 56
Silk	1 17	1 77	1 63	1 32
Seeds	8	1 26	52	17
Wood and timber	71	1 25	1 08	86
Gums resin and lac	26	2	48	11
Cotton	1 02	68	169	3 45
Tallow stearine and wax	17	4	49	21
Hides and skins raw	11	0	10	10
Coal coke and patent fuel	81	13	30	5 85
Metallic ores and scrap iron or steel for manufacture	3	8	18	9
Wool	16	7	7	1
Textile materials other than cotton silk and wool (raw)	6	6	11	12
Miscellaneous	1 47	1 47	1 68	1 70
Total Class II	10 03	17 37	17 11	22 4

(Remember the rise in prices 100 % to 50 % since 1914)

APPENDIX B.

THE KARACHI TONNAGE SCALE.

"Saving—the Secret of Success"

WHERE TO INVEST

YOUR SAVINGS

See Appendix—B Page 7

THE KARACHI TONNAGE SCALE.

Articles	Steamers	Ships
	To the ton	To the ton
Buffalo horns in bundles	6 cwt	8 cwt
Beilion	per cent	per cent
Camphor in cases	40 feet	50 feet
Canes or Rattans in bundles	13 cwt	16 cwt
Cardamums in bundles	40 feet	50 feet
Cassia Lignea Fistula and Buds	40	50
Chasum	8 cwt	10 cwt
China Root in cases	40 feet	50 feet
Cigars	40	50
Cinnamon in bales		6 cwt
in cases	40 feet	50 feet
Cloves, in cases	40 feet	50 feet
Cloves in bags or frazils	8 cwt	10 cwt
Coal	20	20
Cocoa in bags	10	12
Coculus Indicus in bags	13	16
Coffee in cases	40 feet	50 feet
, bags or frazils	1 cwt	16 cwt
Coir in bales	40 feet	50 feet
, in bundles or loose	5 cwt	6 cwt
Rope in coils	40 feet	8
Colocynth in cases	40	0 feet
Colombo Root in bags	5 cwt	14 cwt
Copra in robes	8	12
, in bags		13
, cut in bags	11 cwt	
Coral rough (not specimens) in bags	16	20 cwt
Cotton seed	13	14
Cotton in bales	40 feet	50 feet
Cowries in cases	40	50
, in bags	16 cwt	50 cwt
Cubebs	10	12
Cumin seed in cases	40 cases	50 feet
Cutch or Terra Japonica in bags 1 basket unscrewed	13 cwt	16 cwt
*Cylindrical Packages Rolls etc	13 feet	
Dates wet	16 cwt	20 cwt
Dates dry	13	16
Dhall crushed or split in cases	1	0
Dragon's Blood in cases	40 feet	0 feet
Ebony square and straight	40	0
thru side	10 feet	0 feet
Elephant's teeth in cases	40 feet	0 feet
in bundles	14 cwt	18 cwt
loose	11	50
Fennel seed	10	
Fenugreek or Methay seed	17	
Fish Manure (as per sample) 10 lbs 1 with 1 lb Clamber	1 cwt	
Fishmaws (or Isinglass) in cases	40 feet	
Flour	15 cwt	
middlings or sharps in bags	12	
Furniture	40 feet	50 feet
Galingals	10 cwt	12 cwt
Galls in bags	13	16
in cases	40 feet	50 feet

* NOTE.—On and after 1st March 1903 the following formula shall be adopted for the calculation of the cubical contents of cylindrical packages etc:—That the square of the diameter be multiplied by the length and one fifth be deducted from the product

Appendix B—3

Articles	Steamers	Ships
	To the ton	To the ton
Ghi in dubbas or casks	40 feet	15 cwt
Ginger drv in cases	40	50 feet
in bags	10 cwt	12 cwt
Gram	17	20
Ground nuts shelled	17	18 cwt
unshelled	6	8
Gums of all kinds in cases	40 feet	50 feet
Gum Olibanum in bags	13 cwt	16
Hurtall in cases	40 feet	50
Hemp in screwed bales	40	50
loose or in bundles	5 cwt	7 cwt
Hides and Skins in screwed bales	40 feet	40 feet
loose and in small bundles	40	12 cwt
Horns Buffalo and Cow loose	13 cwt	16
Deer loose	6	8
H r tips of any kind and Hoofs	13	16
Ind go in cases	40 feet	50 feet
Iron or Steel Rail	20 cwt	
Iron old or scrap	20	
Jackwood	40 feet	50 feet
Jaggery	18 cwt	
Juar in bags	18	20 cwt
Lac Dye in shells or cases	40 feet	50 feet
Lac (Seed) in bags	13 cwt	
Lang in bags	18	20 cwt
crushed in bags	17	20
Lentils	20	20
Linseed in bags	16	18
Mace in cases	40 feet	50 feet
Maize in bags	17 cwt	20 cwt
Mother O Pearl in cases	40 feet	50 feet
in bags	16 cwt	20 cwt
Mowra flowers	18	20
Seed in bags	13	16
Munjit or Madder Root in cases or bales	40 feet	50 feet
in bundles or bags	8 cwt	12 cwt
Musk in cases	40 feet	50 feet
Mussoor in bags	20 cwt	20 cwt
Mutter	19	20
Myrabolams in bags	13	16
Niger Seed	14	17
Nutmegs in cases	40 feet	50 feet
Nux Vomica in cases	40	50
in bag	13 cwt	16 cwt
Oil of any kind in cases	40 feet	210 Impl gls
Oil cake in cakes or lump in bags	16 cwt	
Oil Coconut	11	
Oil seed—		
Castor Seed	14 cwt	17 cwt
Til or Gingelly Seed	17	
Rapese d Sita Jumb	16	
Mustard Seed	16	
Khorrassan	16	
Oil n	per chest	per chest
Oil n	20 cwt	20 cwt
Oil n	17	16
Oil n	13	16
Oil n	12	14
Plumbago in bags	16	20

Articles	Steamers	Ships
	To the ton	To the ton
Poppy Seed in single bags (1½ cwt)	13 cwt	16 cwt
in single bags (1½ cwt)	14	17
in double bags (1½ cwt)	14	17
in bags (1½ cwt)	14	17
Rails iron or steel	20	
Rattans in bundles	13	16
Ground	13	16
Red Wood	1~	16
Rhubarb in cases	40 feet	50 feet
Rice in bags	18 cwt	20 cwt
Safflower in cases	40 feet	50 feet
in screwed bales	40	50
in bags	8 cwt	10 cwt
Safflower Seed (Kurdai Seed or Hasumba)	13	
Sago, in cases	4 feet	50 feet
Sal Ammoniac in cases	4)	50
in bags	15	18 cwt
Salt	28 Indian maunds of 82 lbs	28 Indian maunds of 82 " 7 lbs
Salt Fish	14 cwt	14 cwt
Saltpetre	20	20
Sandal and Sapan Wood	11	16
Sealing Wax in cases	40 feet	50 feet
Senna in bags	5 cwt	6 cwt
in bales	40 feet	50 feet
Shells rough in bags	16 cwt	20 cwt
Silk, in bales	8	10
Silk in cases	40 feet	50 feet
Soap in cases	40	50
Sugar in bags	19 cwt	20 cwt
Talc	16	20
Tallow	40 feet	50 feet
Tamarind	15 cwt	18 cw
Tamarind Skins in bundles	8	10
in pressed bales	40 feet	
Tea in chests	40	50 feet
Timber Teak square planks and poon round one fifth off	40	50
Tobacco in bales	40 feet	50 feet
Tortoise Shell in chests	40	50
Turmeric in bags	11 cwt	13 cwt
Tutenague	11	20
Unrated Wood	11	14
Whanghees (vide Cane)	13	16
Wheat	18	20
White Peas	16	
Wines and Spirits in cases	40 feet	50 feet
in cases	10	50
Wool in screwed bales	40	50
Zedory	16 cwt	20 cwt

SHUT-OUT CARGO

GENERAL RATES OF COMMISSION.

	Per cent
On surrendering or depositing in the Treasury Government Securities of all descriptions	$\frac{1}{2}$
On recovering money on respondentia or on loan	2
On recovering of Bonds or Bills for absentees overdue at the time of their being placed in the possession of the Agent	2
On debts when a process at Law by arbitration is necessary	2 $\frac{1}{2}$
On debts when recovered by such means	5
On managing the affairs of the Estate for an Executor or Administrator	5
On recovering funds from the Bankrupt Estate	2 $\frac{1}{2}$
On guaranteeing Bills Bonds or Debts in General by endorsement or otherwise	2 $\frac{1}{2}$
On Bills of Exchange returned noted or protested	1
On granting and cashing letters of credit	2 $\frac{1}{2}$
On becoming security to Government or public bodies in any case	2 $\frac{1}{2}$
On depositing Government Paper as security for constituents	1
On receipt of payment (at the option of Agent of all monies not arising from proceeds of goods on which commission has been previously charged	1
In all cases where the Dr side of the account exceeds the Cr side including the balance of interest	1
On the sale or purchase of Ships Houses or Land	5
For managing ship's business when the vessel leaves without obtaining a Freight or Charter or when the Commission on the Freight or Charter amounts to less than Rs 300	Rs 300

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APPENDIX C

TERMINAL TAX

Saving—the Secret of Success

WHERE TO INVEST

YOUR SAVINGS

See Appendix—B Page 7

TERMINAL TAX.

1. In these Rules and By laws unless there is something repugnant in the subject or context—

- (a) "Import" shall mean the bringing in of goods into the Terminal Tax limits from outside these limits
- (b) "Importer" shall include the person in whose name the Railway document or the Customs Import Entry is made out or the person in possession of the goods on which the tax is leviable, and shall also include a purchaser from Government of any dutiable goods which have been exempted from duty under Rule 6. Should the tax become leviable at auction sales held by the Railway, Customs or Municipal Authorities the buyer shall be held to be the Importer of the goods
- (c) "Terminal Tax" means an octroi levied on the import of goods within the Terminal Tax limits of the Karachi Municipality, such octroi not being liable to be refunded on the export of such goods from such limits
- (d) "Terminal Tax Collecting Station" means every place appointed by the Karachi Municipality for the recovery of the Terminal Tax
- (e) "Terminal Tax Collecting Officer" means every officer, clerk, munshi or servant employed by the Karachi Municipality to collect the Terminal Tax at a Terminal Tax Collecting Station

2. The Terminal Tax Limits of the Karachi Municipality shall be the area notified from time to time under section 4 of the Bombay District Municipal Act 1901 as the Karachi Municipal District

3. The Terminal Tax Collecting Stations are as follows—

- (a) The Municipal Head Office in McLeod Road near the Telegraph Office
- (b) The Head Collecting Station in McLeod Road, near the Goods Office of the North-Western Railway, the City Station Yard
- (c) The North Western Railway Station at Cantonment, City the Thole Produce Yard and Keamar and the Municipal Offices and Chowkies provided thereat
- (d) The Municipal Sea Dues Office between the Native Jetty and the Customs and the Port Trust Offices
- (e) The Collecting Station at Ghizree
- (f) Miran Naka in Lyari Quarter, at the bifurcation of Tannery and Denso Roads
- (g) Sehwan Naka 2½ mile to the north-east of the Soldier Bazar on the Sehwan Road
- (h) Tatta Naka east of Sadar Bazar on the Tatta Road, 3rd Mile east of the Christian Cemetery

4. In addition to the Terminal Tax Collecting Stations referred to in rule 3 of these Rules the Karachi Municipality shall have power to appoint such other and further Terminal Tax Collecting Stations as may be deemed necessary at all or any points of exit from the Railway premises in the Terminal Tax limits and with the express permission of the Railway administration, but not otherwise, within such Railway premises.

5 Subject to the exemption and provision hereinafter expressly specified the Terminal Tax shall be payable to the Karachi Municipality on all goods of the description mentioned in Schedule A hereto annexed and at the rates specified therein when such goods are imported within the Terminal Tax limits of the said Municipality

6 The following goods shall be exempted from the Tax namely —

- (a) Goods to be imported within the Terminal Tax limits on which the terminal tax amounts to less than three pias
- (b) Goods which not being timber firewood or other produce imported by the Forest Department for sale are the property of Government and are accompanied at the time of import with an invoice endorsed with a certificate to that signed by the Officer under whose authority they are imported

† (c) Goods which are imported with a view to the fulfilment of Government contracts or are otherwise intended for the use of Government at the time of import provided that (1) at the time of import the importer produces a certificate to this effect signed by the Officer under whose request or authority the said goods are being imported and reciting the No and date of the import Railway or Customs document (2) deposits the amount of the Terminal Tax otherwise payable on such goods (3) within 30 days of such import produces a subsidiary certificate of the Officer at whose request or under whose authority the goods were imported showing what part if any of the said goods have vested in Government On the production of this subsidiary certificate within the time specified goods which have vested in Government will be exempted and the deposit in respect thereof refunded

† During the continuance of the present war it shall however be optional with the Chief Officer to dispense with the production of certificate referred to in clauses (b) and (c) at the time of import of any goods or of goods provided that the officer responsible for the issue of such certificates giving an undertaking that in the event of such goods or any portion thereof not being used for purposes of Government such officer shall pay or cause to be paid the amount of the Terminal Tax Duty due in respect of the goods not used by Government

For the purposes of this rule the date of import in the case of goods imported by sea shall be taken to be the date of the Customs Import Entry and in the case of goods imported by rail the time of taking delivery of the goods from the railway

7 Every importer of goods shall prepare a statement (Form 1 or Form 1 A which may be used only for grains of one description) and take it with the Customs Import Entry Railway Goods Receipt or other import document if any as the case may be to the Terminal Tax Collecting Officer in charge of the nearest Terminal Tax Collecting Station who will check the contents of the said statement with the Customs Import Entry Railway Goods Receipt or other Import document if any as the case may be or when the goods are imported through the Miran Schwan and Tatta Nakas otherwise satisfy himself as to the correctness of the importer or his agent select and stamp at the importer's expense send to the scales for weighing 5% of the goods if all the packages are of one size or 10% of each size or sorts when they are of different sizes or sorts or in cases of disputes the whole consignment or when the packages are less than twenty at least one package but the Chief Officer of the Karachi Municipality

Appendix C—3.

may at his discretion waive the examination, weighing and stamping of goods. The tax for which the goods will be liable shall then be levied from the importer.

Explanation—Terminal Tax is leviable on the actual weight of goods imported except where the difference between the tax calculated on such actual weight in respect of any particular consignment covered by a single Railway receipt or invoice and the weight shown in such Railway Receipt or invoice is four annas or less, the weight shown in such Railway receipt or invoice shall for the purposes of the terminal tax be treated as the actual weight of the goods and taxed as such.

8. The Terminal Tax on all or any goods imported within the Terminal Tax limits shall except in cases where an account is kept under Section 89 of the Bombay District Municipal Act, 1901 be payable at the time of import to the Terminal Tax Collecting Office.

9. It shall be the duty of the Chief Officer of the Karachi Municipality to the cost of the said Municipality—

(a) To supply to each Terminal Tax Collecting Officer and to exhibit at each Terminal Tax Collecting Station one copy of the Terminal Tax Rules and By-laws and the Schedule attached thereto.

(b) To provide a set of scales and standard weights at each Terminal Tax Collecting Station.

10. Receipts granted on payment of the Terminal Tax must be produced when demanded by any Terminal Tax Collecting Officer in proof of the duty having been paid otherwise importers may be called upon to pay the Terminal Tax on all such imports for which receipts are not produced.

11. Every Terminal Tax Collecting Officer is hereby authorised under Section 76 of the Bombay District Municipal Act, 1901 to require any person bringing into or receiving from beyond the Terminal Tax limits of the said Municipality any article on which the Terminal Tax is payable, to comply with all or any of the provisions contained in clause (1), sub clauses (a) and (b), of that Section and if such person refuses on demand to permit an inspection of the contents of such conveyance or package to cause the same to be taken before a Magistrate or the Chief Officer of the Karachi Municipality who shall cause the inspection to be made in his presence.

12. In the case of non-payment on demand of the Terminal Tax leviable under these Rules and By-laws every Terminal Tax Collecting Officer is empowered to exercise in the absence of any special reasons to the contrary, the powers specified in Section 79 of the Bombay District Municipal Act, 1901.

13. An appeal lies to the Chief Officer of the Karachi Municipality against an act or omission of any Terminal Tax Collecting Officer acting under these rules, provided that such appeal be preferred within 30 days of the act or omission complained of, and provided that such appeal shall not relieve the appellant of his liability to comply *ad interim* with the directions and orders issued to him.

14. Refund of excess recoveries made shall be allowed on application received within 3 months from the date of the Terminal Tax receipt with the sanction of the Managing Committee of the Karachi Municipality.

TEMPORARY RULE

On and from the date the Rules relating to the Terminal Tax come into operation the Rules now in force relating to Town duties (*vide* appendix D of the Rules and By-laws of the Karachi Municipality) will be repealed and cease to be operative save and except that for the purpose of granting a refund on goods on which octroi has been paid and is refundable under the said Rules the Karachi Municipality shall grant refund of octroi on cotton hides and skins exported within 12 months of the said date, and on other goods exported within 6 months from the said date provided that the claimant has complied with the following conditions and formalities—

- (a) That the claimant or his predecessor in title to the said goods has at least 3 days before the date of the coming into operation of the Rules relating to the Terminal Tax submitted to the Chief Officer of the Karachi Municipality at his office a declaration stating the quantity of octroi paid goods in his possession on the evening of the day preceding that on which he makes his declaration and has at his option submitted a supplementary declaration on the day the Terminal Tax Rules come into force showing the stocks in his possession on the evening preceded by the day on which these Terminal Tax Rules come into operation.
- (b) That the claimant or his predecessor in title of the said goods has at the time of submitting his declaration presented the octroi paid receipts for the said goods for being marked by a distinguishing mark and for return to him after verification of the goods mentioned in the declarations.
- (c) That the claimant complies with all the formalities entitling him to a refund of octroi as required by the Rules relating to Town duties at present in force submits his claim within the time mentioned in Rule 14 of the said Rules and produces along with his claim octroi paid receipt bearing the distinguishing mark of the Karachi Municipality referred to in clause (b) above.

15 (1) The Superintendent of Terminal Tax may in case of dispute or in cases in which it is not possible to assess the value of the tax due on dutiable articles passing the gates until the run out of the whole consignment is known receive from the importer an amount in cash sufficient to satisfy the demand and pass a receipt for the same.

(2) All such monies received shall be entered in a book called the Deposit Book kept for the purpose and shall be deposited at the Field Collection Station until the Municipal claims are finally settled.

(3) Unclaimed deposits or surplus monies shall at the expiry of six months from the date of import of the goods in respect of which such amounts are paid be forthwith credited to the Municipal Fund.

SCHEDULE A

Serial No	Articles	Rate of Terminal Tax	Per	TARE	
				If imported	Allowance
1	Almonds and dried fruits (excluding dates)	Rs A P 0 1 0	Maund	In bags In casks In jowels	13.00 15.00 5.00
	ASPHALT SEE NO 41				
2	Bamboos split and Bamboos Goa	0 0 2	Bundic	In bulk	Nil
	BAMBOOS PAYANAR SEE NO 33				
3	Betelnuts	0 1 0	Maund	In gunny bags	31.00
	BOORTHILLS SEE NO 39				
4	Butter	1 4 0	Maund	In zcks In dubbas In tins or can sters In boxes In casks	7.00 15.00 8.00 20.00 20.00
5	Cardamums (all kinds)	0 9 0	Maund	In bundles (double cover) or bathees	6.00
	CEILING BOARDS SEE NO 18				
6	Charcoal	0 0 4	Maund	In bags or kapats	31.00
7	Cheeroots	0 10 0	1 000 Nos		Nil
8	Chillies (all)	0 0 6	Maund	In gunny bags mat bags or hide covers	31.00

[illegible]

Serial No	Articles	Rate of Terminal Tax	Per	If Imported	Allowance
20	FUEL LIQUID SEE No 13 FUEL PATENT SEE No 13 FRUITS DRIED SEE No 1 Ghee	Rs 4 p	1 4 0 Maund	In zls In dubb s In tins or can sters In cases In crisks	5 % 15 % 8 % 20 % 20 %
21	Goor (Jagrec)	0 2 0	Maund	In cart en jars In nat bags In gunny bags	15 % 21 % 32 %
22	Grans—All food grains and pulses not otherwise specified including wheat flour and bran	0 0 3	Maund	In bags In goat hair bags	11 % 5 %
23	Grass and K rbee	0 8 0 0 12 0 0 2 9 0 1 6 0 0 9	1 000 lbs Cartload Camel load Ballock load Donkey load	In bul	Nil
24	Hides and skins (raw and tanned), in fully pressed bales and leather	0 1 6	Maund	<i>Hides leather</i> In bul In bales rpe bound In bales rpe bound In bales rpe bound In bales rpe bound	Nil 4 lbs 5 lbs 7 lbs 4 lbs
25	Hides and skins (tanned)	0 1 0	Maund		

25	Khar	JAGREE SEE No 21	0 0 0	Mauud	In tree In goat hair bags	11% 5%
26	Larnic	KIRDEE SEE No 23	0 0 0	Camel load		Nil
26 a	Lucerne		0 0 0	For		
27	Molasse*	FEATHER SEE No 24	0 0 0	Cart load	In bundles	12 lbs per package 14% 5%
28	Mungfulies and Pubnee Seed		0 0 0	Mauud	In bags In at 1 air bags	15% 8% 20%
29	Olis*		0 2 0	Mauud	In bulis or trums In fine In cases or casks	
30	P. (ch) nut	PETROLUM CRUDE SEE No 13 PHOOFES (COTTON) SEE No 16	0 2 0	Mauud	In In cases In lower	31% 15% 5%
31	Plant (kutch) teak and jungle wood		1 0 0	Corge of 10 Gay or 80 R 1 r	In bulk	Nil
32	Pondia Tuas and date leaves	PURSEE SEE No 28	0 8 0 0 1 4 0 0 4 0 0 4	Cart load Camel load Donkey load Mauud	In bulk	Nil
33	Rafters Choresa and Malabar Bamboos		0 1 0	Score	In bulk	Nil

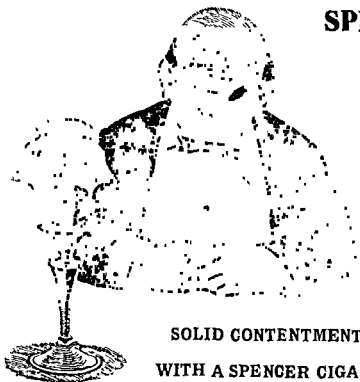
*Except Kerosine used for lighting, and Turpentine

Serial No	Articles	Rate of Terminal Tax	Per	TARE	
				If imported	Allowance
34	Seeds, Rape-seed (unshelled) and all other Oils and other Seeds not otherwise specified * SEE ALSO COTTON SEE NO 17 SEAMS SEE NO 24 SLEEPERS WOODEN RAILWAY SEE NO 47	ITS A P 0 0 3	Maud	In bags In goat hair bags	1 1/2 % 5 %
35	Snuff	0 0 6	lb	In cases In tins	20 % 8 %
36	Soap country or foreign	0 1 0	Maud	In cases In casks	15 % 20 %
37	Soda of all kinds	0 0 6	Maud	In kegs or cases In bags In drums	8 1/2 % 1 1/2 % 5 %
38	Sugar	0 0 3	Cwt	In bags In cases	3 1/2 % 15 %
39	Swalows Varnish and Boortines	0 4 0	Score	In bulk	Nil
40	Tamarind	0 0 3	Maud	In gunny bags mat bags or hide covers	3 1/2 %
41	Tar Dammer Asphalt Creosote and other tar products	0 0 3	Cwt	In cases or casks In tins or cisters	20 % 8 %

42	Tea	0 0 3 lb	In cases loose In bundles In case or bundle	17 lb 37 lb 17 lb
43	Timber kutcha (other descriptions from Item No 44)	1 0 0 Ton of 100 lb	In bulk	Nil
44	Timber pucca (teak pucca blackwood and walnut wood)	2 0 0 Ton of 100 lb	In bulk	Nil
45	Tobacco country or foreign	0 0 0 Maund	In cases In cloth bundles or bags	17 lb 34 lb
46	Lurricane	0 0 0 Maund	In gunny bags	16 lb
47	Woollen Ruway	0 8 0 Ton of 100 lb	In bulk	Nil
48	Woolen bundles for pressing	0 1 0 Maund	In bales	10 lbs per package
49	Woolen nungots fully pressed	0 0 0 Maund	In torahs In bales	12 lb per package

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APPENDIX D.

**MUNICIPAL TAXATION
AND
OTHER CHARGES.**

"Saving—the Secret of Success"

**WHERE TO INVEST
YOUR SAVINGS**

See Appendix—B Page **7**

TAXES ON BUILDINGS OF LANDS

Net annual letting value within this Appendix means such value as is arrived at after a deduction of 10 per cent on account of all allowances for repairs or otherwise from the annual letting value as defined in the Municipal Act Section 3 (11)

An Annual House Rate at 7% plus 4% for one year from April 1 1920 on the net annual letting value shall be levied in respect of all buildings and lands within the Municipal District of Karachi including the buildings in respect of which the sanction of Government is necessary and has been given under proviso (a) of Section 59 of the Act except —

- (a) Buildings exclusively occupied for public worship or for charitable purposes
- (b) Buildings occupied exclusively as medical educational or other public institutions which the Managing Committee may from time to time decide as deserving of exemption
- (c) Buildings the net annual letting value of which is less than (25) twenty five rupees being the sole rateable property of the owner, and
- (d) Buildings and lands situate at Maurypur

NOTE — Sanction has been accorded under proviso (a) of Section 59 to the levy of House Rate on buildings belonging to His Majesty and used solely for public purposes and not used or intended to be used for profit vide Government Resolution General Department No 4539 dated Bombay Castle 8th August 1901

An Annual Water Rate at 2 per cent on the net annual letting value shall be levied in respect of all buildings and lands whether the property of Government or not within the Karachi Municipal District except —

- (a) Buildings and lands within Ghizree and such parts of Lyari and Trans Lyari Quarters as in the opinion of the Managing Committee are not supplied with water service or at Maurypur
- (b) Buildings and lands exclusively occupied for public worship or for charitable purposes
- (c) Buildings and land the net annual letting value of which is less than Rs (50) fifty a year
- (d) Buildings and lands as have private connections with the Municipal water main and are liable to pay on account of such connections under the water rules in Part III of this Appendix more than what would be leviable at 2 per cent on the net annual letting value in which case the water connection charges shall be payable instead of the water rate

(c) Buildings or land in respect of which special arrangement may have been made under Section 1 of the Act

Proviso Nothing herein contained shall exempt building and land referred to in clauses 1, 2 and 3 from the recognized rate for private connection with the Municipal water main

4. A Special Sanitary at 3 per cent on the net annual letting value shall be charged in respect of all buildings and situated within the Karachi Municipal District except

(a) Building and land the annual letting value of which is less than Rs. (5) twenty five rupees, the rateable property of the owner

(b) Building and land situated in Murpur Bhanda and Malir

(c) Building and land provided for public use

(d) Building and land the annual letting value of which is less than Rs. (5) twenty five rupees, the rateable property of the owner

5. A Special Rate of Rs. (1) ten paise per month shall be levied in respect of buildings and land specified in Schedule of rateable property which shall be payable monthly in advance

9. When any building or land shall have been vacant and unproductive of rent for sixty or more consecutive days in any year for which an annual rate or special sanitary cess has been paid the Chief Officer shall at the end of the year refund so much of such rate or cess for that year as is proportionate to the number of days the said building or land may have remained vacant and unproductive of rent provided the owner or his agent shall have given notice in writing of the same to the Chief Officer and that no refund shall take effect for any period previous to the date of delivery of such notice. Provided a statement of the amount of refund shall be allowed in respect of premises having a water connection upon such terms as a written application shall have been made to the Chief Officer to that effect and the applicant shall be liable to pay the same.

Explanation I Vacancy of less than sixty days in a year shall not count for refund under this rule though the number of days may be more than sixty if the aggregate of sixty days or more is not reached. The rate shall be levied separately.

Explanation II In the case of a large building or premises a separate tenement each tenement shall be deemed to be a separate building for the purpose of this rule provided that the owner has not elected the premises to be treated as a separate building.

Appendix D—3

2. When an owner has given notice of vacancy he shall also give notice in writing within fifteen days to the Chief Officer of the date of subsequent re-occupation and failing this shall not be entitled to any refund if it be found that his premises have been re-occupied during the year.

In the event of a continued vacancy at the commencement of any year the owner shall not be required to give fresh notice but shall give notice of re-occupation in accordance with clause 2 of the preceding rule and be liable to the provisions for default.

When any building is wholly or in great part demolished or removed otherwise than by order of the Municipality or destroyed by fire or otherwise deprived of value the owner shall give notice of same to the Municipality who shall refund such portion of any rate or cess recovered in respect of such building as would be allowed under rule 9 and until such notice is given liability to pay such rate or cess shall continue as if no such demolition, removal, destruction or deprivation had occurred. Provided that no refund shall be granted when such demolition, removal, destruction or deprivation has caused no reduction in the rent of such house or building.

No claim for refund shall be entertained unless application therefor is made in writing within 90 days after the expiry of the year to which the claim relates.

The aforesaid rates and cesses except the rate provided for in rule 5 shall be payable for the official year in advance.

All the sums due for a year for all or any of the aforesaid rates and cesses by any one person on account of one and the same property shall be charged to such person in one bill and shall be recovered from him in the lump.

SPECIAL HALALCORI RATE

Except in cases where there is a written agreement under section 71 (2) (ii) of the Act a Special Rate in lieu of the Special Sanitary Cess shall be levied on all buildings and lands used as factories, hotels and clubs.

Such rate shall be 3 per cent on the net annual letting value if the service to be rendered consists only in cleansing latrines and sweeping compounds, but if the service consists in the carrying of sullage to the Municipal sewers by carts in addition to the cleansing of latrines and sweeping of compounds then an additional rate of 1 s. (50) fifty per cent per annum for such number of carts as are exclusively employed for the purpose.

MUNICIPAL TAXES ON WHEELED VEHICLES, HORSES, MULES, BULLOCKS, CAMELS
AND DOGS

<i>Description</i>	<i>Per Annum</i>
Public Carriages	
First Class 4 wheeled drawn by horses ponies mules or donkeys	Rs 20
First Class 2 wheeled drawn by horses ponies mules or donkeys	12
Second Class 4 wheeled drawn by horses ponies mules or donkeys	12
Second Class 2 wheeled drawn by horses ponies mules or donkeys	9
Carts or hackeries drawn by bullocks mules or donkeys	16
Carts drawn by camels	30
Horses or mules	8
Bullocks	3
Camels	6
Dog	5
Motor Car	48
Motor Omnibuses	6
per passenger per annum calculated on the number of passengers the Omnibus is licensed to carry	
Motor Cycles	12
Motor Lorries	60

If any of the above descriptions of vehicles have one or more trailers or other vehicles attached to them the tax payable on each of such trailers or vehicles should be the same as that prescribed for the vehicles to which such trailer or drawn vehicle is attached

Private carriages will be assessed at the same rate as Public Carriages Class I

The said tax shall not be levied in respect of

- Vehicles and animals the property of the Municipality
- Vehicles and animals which are exempt from Municipal taxation under any provisions of the law or orders of the Government of India for the time being in force
- Perambulator and hand barrows
- Vehicles and animals in respect of which fixed annual payment is made to the Municipality by the Tramway Company under clause 17 of the Schedule to Act II of 1880

Appendix D—5

(e) Bullocks and other animals used solely for agricultural purposes

(f) Camels used solely in oil crushing and flour grinding mills

(g) Vehicles or animals certified by the Chief Officer Karachi Municipality to be employed by owner thereof for Municipal purposes or certified by the Superintendent of Police Karachi to be employed by the owner thereof for Police purposes

FEEs FOR PATIENTS ADMITTED IN THE INFECTIOUS DISEASES HOSPITAL

(a) For patients admitted in the Hospital from the Municipal area —

(1) Accommodation in a private ward in the Hospital Rs 5 0 0 per day

(2) Accommodation in a general ward in the Hospital 2 8 0 do

(3) The indigent class of people Free

(b) For patients admitted into the Hospital other than those from the Municipal area —

(1) Accommodation in a private ward in the Hospital Rs 7 0 0 per diem.

(2) Accommodation in the general ward in the Hospital 3-0-0 do

In addition paying patient treated with any kind of serum to be charged a fee for the same at the discretion of the Medical Officer in charge of the Hospital

HIRE OF PUBLIC HALLS

Freere Hall—

For a Concert Theatrical or other Performance for individual profit—

First Night	Rs 25 0 0
2nd Night	15 0 0
3rd and subsequent Nights	10 0 0
Rehearsals	5 0 0
Lighting the Hall per Night	10 0 0
Extra Lighting Stage per Night	10 0 0

Goolam Hussain Khalid's Hall

For a Concert Theatrical or other Performance for individual profit—

First Night	Rs 10 0 0
2nd Night	8 0 0
3rd and subsequent Nights	5 0 0
Rehearsals	3 0 0
Lighting the Hall per Night	10 0 0
Lighting the Hall for Lectures	5 0 0

When these Halls are required for charitable purposes they are given free All fees are payable in advance

APPENDIX E.

REGISTRATION OF BIRTHS
AND DEATHS.

"Saving the Secret of Success"

**WHERE TO INVEST
YOUR SAVINGS**

See Appendix—B Page 8

REGISTRATION OF BIRTHS AND DEATHS

The Superintendent of Vaccination shall be Registrar of Births and Deaths and shall keep a register of all births and deaths within the Karachi Municipal District.

The register shall be open during the office hours to inspection by any inhabitant of the Municipal District, and the Registrar shall be bound to give on application and tender of a fee of eight annas certified extracts therefrom to persons interested.

The parents or guardians of any child born within the Municipal District or in the case of their inability from illness or any cause the occupier of the house in which

such death within forty eight hours of such death together with all the particulars. In the case of epidemic the death is to be reported immediately.

The Medical Officers in charge of all Public hospitals whether controlled by Government, the Municipality or otherwise and the proprietors and Medical Officers of all private hospitals shall be bound to report any births or deaths occurring within the institutions under their charge.

The following are Registration Stations —

Name of Quarter	Station of Report	Days of Report	Time of Report
Keamari Quarter Baba Bhit and Shamspur	Bachubai Edulji Dunshaw Hospital Keamari	All days of the week (including holidays) except Sundays	Between the hours of 9 to 12 a.m. and 3 to 6 p.m.
Lyari Quarter	Old Miran Naka	Do	1st March to 31st October Between the hours of 8 to 12 a.m. & 3 to 7 p.m. & from 1st November to 28th February 9 a.m. to 12 noon and 2 to 6 p.m.
Machi Meani Market Bunder Old Town and Napier Quarters	Harris Road opposite Khojakhana	Do	Do } As Lyari Quarter
Ramabagh Railway Queens Road Serai Jail Runchore Ramswamy Gharikhatta Begari khata and Garden	Superintendent of Vaccination and Registrar of Births and Deaths Head Office Bunder Road Musafarkhana Registration Station	Do	Do
Quarter from beginning of Lawrence Road to Government Garden (exclusive)			
Garden Quarter from Government Garden to the end of Garden Quarter Bhistiwar and Soldier Bazaar	Soldiers Bazaar Registration Station	Do	Between the hours of 9 to 12 a.m. and 3 to 6 p.m.
Civil Lines Freer Town Sadar Bazaar Preedy, Clifton and Railway Workshop	Edulji Dunshaw Charitable Dispensary Sadar Bazaar	Do	1st March to 31st October Between the hours of 8 to 12 a.m. and 3 to 7 p.m. & from 1st November to 28th February 9 a.m. to 12 noon and 2 to 6 p.m.

REGULATING THE DISPOSAL OF THE DEAD

The undermentioned places are set apart for burying, burning and exposing the dead within the Karachi Municipal District

BURIAL PLACES

1. Christian Cemetery east of Camp
2. Muhammadan Burial Ground on the Road to one Tree Tank north of the Lyari
3. Muhammadan and Khoja Burial Grounds north east of Dhobighat
4. Burial Ground for the Piraj Khojas Shia Isna Asheri Khojas and Khojas outside the authority of H H Aga Khan to the south west of the Old Khoja Burial Ground and to the east of Edgah
5. Burial Ground for the Shia Isna Asheri Community south west of plot No 7, or south of Doora Lines
6. Borah Burial Ground south of Doora Lines adjoining plot No 6 K 22
7. Muhammadan Burial Ground near end of Lawrence Road south of the Lyari, used when the river is in flood

BURNING PLACES

8. Hindu Burning place in the bed of the Lyari on the road to one Tree Tank
9. Hindu Burning place in the bed of the Lyari near the end of Love Lane
10. Hindu Burning place north east of Dhobighat
11. Hindu Burning place near the end of Lawrence Road used when the river is in flood
12. Hindu Burning ground being a space 100 feet by 100 feet situated 1 000 feet east of the existing barbed wire fence forming the existing boundary of Keamari village and 300 feet north of the Old Railway Line to Keamari

PLACE OF EXPOSURE

13. Lari Tower of Silence

PUBLIC MARKET

- | | |
|--------------------------|----------------------------------|
| 1. Impress Market | 6. Salar Bazar Market |
| 2. Boulton Market | Khudda Market |
| 3. Lambert Market | 8. Keamari Market |
| 4. Runchore Lines Market | 9. Dhobighat Market |
| 5. Lyari Market | 10. New Mumbarwara Cattle Market |

11. Behwan Naka Cattle Market

LIST OF PUBLIC SLAUGHTER HOUSES

- | | |
|---------------|-------|
| 1. Bhustawara | Lyari |
| 3. Keamari | |

JUST A NOTE.

VAT E. F. G. H. MATCHLESS

Finest Old Scotch Whisky.

Proprietors:—

**HATCH MANSFIELD & Co., Ltd.,
LONDON.**

Wine Merchants by Appointment to
His Majesty King George V.

As supplied to FIELD-MARSHAL
H. R. H. THE DUKE OF CONNAUGHT, K. G.

NO GOOD WHISKY NEEDS LOUD AVERTISING.

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KARACHI.
BOMBAY, CALCUTTA, MADRAS.

APPENDIX F

TARIFF SCHEDULES.

Reprint of Schedules II and III of the Indian Tariff Act VIII of 1894, as amended up to date, showing the rates of Customs duties levied on goods imported into, and exported from, British India

RUSTOMJEE SITARAM & Co.

P. O. BOX 190.

KARACHI.

Sole Agents For —PIGEON BRAND GERMAN PILSENER BEER,
VESTA SEWING MACHINES.

The best and the cheapest, strongest
and durable.

Carry stocks of well known Scotch Whiskies, French
Cognac and Liqueurs.

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SCHEDULE—IMPORT TARIFF

Note—In the expression “*ad valorem*” used in this Schedule the reference is to “real value” as defined in section 30 of the Sea Customs Act, 1878 (VIII of 1878)

No	Names of Articles	Per	Tariff Valuation	Duty
I — Food Drink and Tobacco—				
FISH				
1	FISH SALTED wet or dry	1 lb and maind oi 82 2 7 lbs avo r dup o s we ght		7½ annas
2	FISHMAWS including singally and sozille and sharkfins		Ad valorem	15 per cent
3	FISH excluding salted fish (see No 1)			15 per cent
FRUITS AND VEGETABLES				
4	FRUITS AND VEGETABLES all sorts fresh dried salted or preserved			
	Almonds without shell	cwt	22 0	15 per cent
	in the shell		24 0	
	(kagazi) —Persian		125 0	
	European including half round hard al monds		40 0	
	Cashew or cajoo kernels		28 0	
	Cocoanuts Straits and Dutch East Indies	thousand	120 0	
	Maldives		40 0	
	other		60 0	
	kernel (khopra)	cwt	24 0	
	Currents		40 0	
	Dates dry in bags		11 0	15 per cent
	wet in bags baskets and bundles		1 0	
	wet in pots boxes tins and crates		12 0	
	Figs Persian dried		10 0	
	Garlic		10 0	
	Pistachio nuts		100 0	
	Raisins Munakka Persian Gulf		10 0	
	other sorts		Ad valorem	
	All other sorts of fruits and vegetables fresh dried salted or preserved			
GRAIN PULSE AND FLOUR				
5	GRAIN AND PULSE all sorts including broken grains and pulse but excluding flour (see No 6)		Ad valorem	2½ per cent
6	FLOUR *			15 per cent

*Under Government of India Notification No 5698 dated the 8th October 1921 grain pulse and flour are exempt from import duty up to the 30th June 1922

SCHEDULE II--IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
	I—Food Drink and Tobacco—			
	LIQUORS			Rs A
7	ALE, Beer Porter Cider and other fermented liquors	Imperial gallon or 6 quart bottles		0 8 0
8	LIQUEURS Cordials Mixtures and other preparations containing spirit— (a) Entered in such a manner as to indicate that the strength is not to be tested (b) If tested	Imperial gallon or 6 quart bottles of the strength of London proof		30 0 0 21 14 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof
	PERFUMED SPIRIT	Imperial gallon or 6 quart bottles		R 36
10	SPIRIT which has been rendered effectually and permanently unfit for human consumption		<i>Ad valorem</i>	7½ per cent
11	All other sorts of SPIRIT	Imperial gallon or 6 quart bottles of the strength of London proof		R A 21 14 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof
12	WINES— Champagne and all other sparkling wines not containing more than 42 per cent of proof spirit All other sorts of wines not containing more than 42 per cent of proof spirit Provided that all sparkling and still wines containing more than 42 per cent of proof spirit shall be liable to duty at the rate applicable to All other sorts of spirit	Imperial gallon or 6 quart bottles		0 0 0 4 8 0

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
	I—Food Drink and Tobacco		Rs. A	
	PROVISIONS AND OILMAN'S STORES			
13	VINEGAR in cask		<i>Ad valorem</i>	24 per cent
14	PROVISIONS AND OILMAN'S STORES AND GROCERIES 1 or 2 cask No 13			
	Butter	lb	9 4	10 per cent
	Canava-lapoca or Sgo (Whole)	cwt	12 0	
			11 0	
	Cina preserves in syrup	box of 8 x large or twelve small jars	10 0	
	Ch nap e erves dry candied	lb	0 8	
	Ch nese canned fruit	case of 4 doz	17 0	10 per cent
	Cocum	cwt	10 0	
	Gh		50 0	
	Saffron pure	lb	50 0	
	Verm cell flour Ch nese	cwt	35 0	
	peas		37 0	<i>Ad valorem</i>
	rice		19 0	
	V negar not in casks		<i>Ad valorem</i>	
	Yeast Ch nese	cwt	40 0	
	All other sorts of provisions oilman's stores and groceries		<i>Ad valorem</i>	
	SPICES			
15	SPICES all sorts—			
	Betelnuts raw whole split or sliced also red whole from Goa	cwt	12 0	10 per cent
	Betelnuts raw whole split or sliced also red whole from Straits		12 0	
	Betelnuts boiled split or sliced whole from Ceylon		20 0	
	raw split (sun dried) from Ceylon		15 0	
	all other sorts		30 0	
	Chilies dry	cwt	<i>Ad valorem</i>	10 per cent
	Cloves		20 0	
	exhausted		65 0	
	stems and heads		20 0	
	in seeds narlavang		9 0	
	Ginger dry		20 0	<i>Ad valorem</i>
	Nacc	lb	30 0	
	Nutmegs		0 1	
	in shell		0 7	
	Pepper black	cwt	0 4	
	white		26 0	<i>Ad valorem</i>
	All other sorts of spices		60 0	
	SUGAR			
16	CONFECTIONARY		<i>Ad valorem</i>	30 per cent

SCHEDULE II—IMPORT TARIFF.—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty *
	I—Food Drink and Tobacco—			
	SUGAR—<i>contd</i>			
17	SUGAR all sorts including molasses and saccharine produce of all sorts but excluding <i>confect onery</i> (see No 16) —			
	Sugar crystallised and soft from Java 23	cwt	26 4	25 per cent
	Dutch standard and above		24 4	
	Sugar crystallised and soft from Java 16 to 22 Dutch standard		23 12	
	Sugar crystallised and soft from Java 15 Dutch standard and under		28 4	
	Sugar crystallised and soft from Japan or Formosa		28 4	
			27 4	
			24 12	
			24 12	
	countries			
	Sugar crystallised beet		26 4	
	Molasses from Java		4 0	
	other countries		4 0	
	Sugar all other sorts including saccharine produce of all kinds		<i>Ad valorem</i>	
	Sugar Candy	cwt	20 0	
18	TEA			
	Tea black	lb	0 12	15 per cent
	green		0 14	do
	OTHER FOOD AND DRINK			
19	COFFEE	cwt	36 0	15 per cent
20	HOPS			Free
21	SALT excluding salt exempted under No 22	Indian maund of 82 2 7 lbs avoirdupois weight		The rate at which Excise duty is for the time being leviable on salt manufactured in the place where the import takes place *
	SALT imported into British India and issued in accordance with rules made with the previous sanction of the Government General in Council for use in any process of manufacture (also salt imported into the port of Calcutta and issued with the sanction of the Government of Bengal to manufacturers of glazed stoneware and salt imported into any port in the provinces of Bengal and Bihar and Orissa and issued in accordance with rules made with the previous sanction of the Government General in Council for use in any process of manufacture in those provinces)			Free

* The rate of excise duty on 1st April 1922 and until further notice is Rs. 1-4 0

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
I—Food Drink and Tobacco—				
23	All other sorts of food and drink not otherwise specified		1d valorem	15 per cent
TOBACCO				
24	TOBACCO unmanufactured	Pound		Rs A P 1 0 0
25	CIGARS AND CIGARETTES		1d valorem	70 per cent
26	All other sorts of TOBACCO manufactured	Pound		2 4 0
II—Raw materials and produce and articles mainly unmanufactured				
COAL COKE AND PATENT FUEL				
27	COAL COKE AND PATENT FUEL	10		0 8 0
GUMS RESINS AND LAC				
28	GUMS RESINS AND LAC all sorts—			
	Gambier block	cut	28 0	15 per cent
	cube		28 0	
	other sorts		1d valorem	
	Gum Ammoniac	cut	50 0	
	Arabic		22 0	
	Banjan n ras		78 0	
	cowrie		65 0	
	Buxabul (coarse myrrh)		45 0	
	Olibanum or frankincense		10 0	
	Perstian (false)		10 0	
	Myrrh		40 0	1d valorem
	Rosin		24 0	
	All other sorts of gums gum resins and articles made of gum or gum resin			
HIDES AND SKINS RAW				
29	Hides and Skins raw or salted			Free
METALLIC ORFS AND SCRAP IRON OR STEEL FOR RE-MANUFACTURE				
30	IRON OR STEEL old	cut	3 0	10 per cent
31	METALLIC ORFS all sorts			1 rec
OILS				
32	KEROSENE and MOTOR SPIRITS all kinds general oil other than kerosene and motor spirit which has its flashing point below one hundred degrees Fahrenheit determined by Abel's test *	Imperial Gallon		Two annas and six pies

* Motor spirit is liable to an additional duty of six annas per gallon under Act II of 1917 as amended by Act III of 1919

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
II—Raw materials and produce and articles mainly unmanufactured—<i>contd</i>				
OILS				
33	MINERAL Oil which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer, and is such as is not ordinarily used for any other purpose than for the batching of jute or other fibre or for lubrication and mineral oil which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is such as is not ordinarily used except as fuel or for some sanitary or hygienic purpose—			
	(i) imported in bulk	ton	65 0	7½ per cent
	(ii) otherwise imported		<i>Ad valorem</i>	do
34	All sorts of animal essential mineral and vegetable non essential oils not otherwise specified (<i>see</i> No 32 and 33)			
	Cocoanut oil	cwt	37 8	15 per cent
	Linseed oil raw and boiled	gallon	4 8	do
	All other sorts of oil		<i>Ad valorem</i>	do
SEEDS				
35	OIL SEEDS imported into British India by sea from the territories of any Prince or Chief in India			Free
36	SEEDS all sorts excluding oil seeds specified in No 35		<i>Ad valorem</i>	15 per cent
TALLOW, STEARINE AND WAX				
37	VEGETABLE WAX	cwt	70 0	15 per cent
37a	TALLOW AND STEARINE including grease and animal fat and wax of all sorts not otherwise specified		<i>Ad valorem</i>	do
TENTILE MATERIALS				
38	COTTON, Raw			Free
39	WOOL raw and Wool Tops			Free

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
	II—Raw materials and produce and articles mainly unmanufactured—		R A	
	MISCELLANEOUS—<i>contd</i>			
	Sea-cow or moye teeth each not less than 4 lb	cwt	225 0	15 per cent
	Sea-cow or moye teeth each not less than 3 lb and under 4 lb		175 0	
	Sea cow or moye teeth each less than 3 lb	,	125 0	
	All other sorts unmanufactured not otherwise specified		<i>Ad valorem</i>	
46	MANURES all sorts including animal bones and the following chemical manures—basic slag ntrate of ammon a nitrate of soda mu r ate of potash sulphate of ammon a sulphate of potash ka n t salts ntrate of lime calcium cyanamide mineral phosphates and mineral superphosphates			Free
47	PRECIOUS STONES unset and imported unset and PEARLS unset			Free
48	PRECIOUS STONES unset and imported cut		<i>id valorem</i>	15 per cent
49	PULP OF WOOD RAGS and other paper milline materials			Free.
50	All other raw materials and produce and articles mainly unmanufactured not otherwise specified*		<i>Ad valorem</i>	15 per cent
	III—Articles wholly or mainly manufactured—			
	APPAREL			
51	APPAREL including drapery boots and shoes and military and other uniforms and accoutrements but excluding uniforms and accoutrements exempted from duty under No 52 and gold and silver thread (<i>see</i> Nos 89 and 91) and articles made of silk (<i>see</i> No 100)		<i>Ad valorem</i>	15 per cent
52	UNIFORMS AND ACCOUTREMENTS appertaining thereto imported by a public servant for his personal use			Free

* Under Government of India Notification No 4317 dated 2nd July 1921, manufactured mica is exempt from payment of import duty.

SCHEDULE II—IMPORT DUTY—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
III.—Articles wholly or mainly manufactured—				
ARMS AMMUNITION AND MILITARY STORES				Rs.
53	Subject to the exemptions specified in No 56 ARMS AMMUNITION AND MILITARY STORES that is to say—		15	} or 30 per cent ad valorem whichever is higher
	(1) Firearms other than pistols including gas and air guns and rifles	Each	15	
	(2) Barrels for the same whether single or double		10	
	(3) Pistols including automatic pistols and revolvers		15	
	(4) Barrels for the same whether single or double		5	
	(5) Main springs and magazine springs for firearms including gas guns and rifles		3	
	(6) Guns stocks and breach blocks		2	
	(7) Revolver cylinders for each cartridge they will carry		2	
	(8) Actions (including skeleton and waster) breach bolts and their heads cocking pieces and locks for muzzle loading arms		1	
	(9) Machines for making loading or closing cartridges for rifled arms	ad valorem	30 per cent	
	(10) Machines for capping cartridges for rifled arms	..	30 per cent	
54	GUNPOWDER for cannons rifles guns pistols and sporting purposes		ad valorem	30 per cent
55	Subject to the exemptions specified in No 56 all ARTICLES, other than those specified in entry No 53 which are ARMS OR PARTS OF ARMS within the meaning of the Indian Arms Act 1878 (excluding springs used for a gun, which are dutiable as hardware under No 70) all tools used for cleaning or putting together the same all machines for making loading closing or capping cartridges for arms other than rifled arms and all other sorts of ammunition and military stores and any articles which the Governor General in Council may by notification in the <i>Gazette of India</i> declare to be ammunition or military stores for the purposes of the Act			do
56	The following ARMS AMMUNITION AND MILITARY STORES — (a) Articles falling under the 5th 6th 8th 9th or 10th item of No 53 when they appertain to a firearm falling under the 1st or 3rd item and are fitted into the same case with such firearm			Free

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
III—Articles wholly or mainly manufactured				
CARRIAGES AND CARS				
59	MOTOR CARS, motor cycles, motor scooters, bicycles and tricycles and articles adapted for use as parts and accessories thereof provided that such articles as are ordinarily also used for purposes other than as parts and accessories of motor vehicles included in this item or in No 58 or of bicycles or tricycles shall be dutiable at the rate of duty specified for such articles*			30 per cent
CHEMICALS, DRUGS AND MEDICINES				
60	ANTI PLAGUE SERUM			Free
61	COPPERAS green— (1) imported in bulk (2) imported otherwise	cwt	6 0	2½ per cent
62	OPIMUM and its alkaloids and their derivatives	Seer of 80 tolas	Ad valorem	2½ Rs A 24 0
63	QUININE and other alkaloids of cinchona			Free
64	CHEMICALS, DRUGS AND MEDICINES, all sorts, not otherwise specified			
	Alkali Indian (sajj) khari	cwt	4 0	15 per cent.
	Alum (lump)		13 8	
	Arsenic (China mansi)		60 0	
	other sorts		Ad valorem	
	Bleaching powder	cwt	19 0	
	Carbide of Calcium		28 0	
	Carbonate of Ammonia		50 0	
	Muriate of Ammonia		50 0	
	Peppermint crystals		17 0	
	Sulphate of Soda	cwt	14 0	
	Soda ash including calcined natural soda and manufactured sesquicarbonates		7 0	
	Soda Bicarbonate		11 0	
	Soda caustic solid		31 0	
	Soda caustic flake		28 0	
	Soda caustic powdered		29 0	
	Soda crystals (in bulk)		10 0	
	Sulphate of copper		22 8	
	Sulphur (brimstone) flowers		11 0	
	Sulphur (brimstone) roll		13 0	
	Sulphur (brimstone) rough		10 0	
	Tromas or natural soda uncalcined		5 0	
	All other sorts of chemical products and preparations not otherwise specified†		Ad valorem	
	Aloe wood			
	Asafoetida (hing)	cwt	125 0	
	coarse (hingra)		50 0	
	Atary Persian		Ad valorem	

† Under Government of India Notification No 1796 dated 1st April 1922 urea is exempt from the payment of import duty

SCHEDULE II—IMPORT TARIFF.—*contd.*

No	Names of Articles	Per	Tariff Valuation	Duty
III—Articles wholly or mainly manufactured—<i>contd.</i>				
CHEMICALS DRUGS AND MEDICINES				
	Banslochan (bamboo camphor)	lb	0 9	} 15 per cent
	Calumba root	cwt	10 0	
	Camphor refined other than powder	lb	4 8	
	Cassia lignea	cwt	28 0	
	China root (chobchin) rough		17 8	
	China root (chobchini) scraped		30 0	
	Cubebs		175 0	
	Galanga China		12 0	
	Salep		350 0	
	Storax liquid (rose mellos or saltras)		65 0	
	All other sorts of drugs medicines and narcotics		<i>Ad valorem</i>	
CUTLERY HARDWARE IMPLEMENTS AND INSTRUMENTS				
65	The following AGRICULTURAL IMPLEMENTS namely winnowers threshers mowing and reaping machines binding machines elevators seed crushers chaff cutters root cutters ensilage cutters horse and bullock gears ploughs cultivators scarifiers harrows clod crushers seed-drills hay tedders and rakes also agricultural tractors also component parts of these implements or tractors provided that they can be readily fitted into their proper places in the implements or tractors for which they are imported and that they cannot ordinarily be used for purposes unconnected with agriculture			Free
66	CLOCKS AND WATCHES and parts thereof		<i>id valorem</i>	30 per cent
67	CUTLERY excluding plated cutlery (see No 69)			15 per cent
68	component parts of these appliances provided that they can be readily fitted into their proper places in the appliances for which they are imported and that they cannot ordinarily be used for other than dairy purposes			Free
69	ARTICLES PLATED WITH GOLD AND SILVER		<i>Ad valorem</i>	30 per cent
70	HARDWARE IRONMONGERY AND TOOLS all sorts not otherwise specified			15 per cent
71	INSTRUMENTS APPARATUS AND APPLIANCES imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling			Free

SCHEDULE II—IMPORT TARIFF—*contd.*

No	Names of Articles	Per	Tariff Valuation	Duty
III.—Articles wholly or mainly manufactured—				
CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS				
72	MUSICAL INSTRUMENTS		<i>Ad valorem</i>	30 per cent
73	TELEGRAPHIC INSTRUMENTS AND APPARATUS and parts thereof imported by or under the orders of a railway company			10 per cent
74	WATER LIFTS, SUGAR MILLS, OIL PRESSES and parts thereof when constructed so that they can be worked by manual or animal power			Free
75	All other sorts of IMPLEMENTS, INSTRUMENTS, APPARATUS AND APPLIANCES and parts thereof not otherwise specified*		<i>Ad valorem</i>	15 per cent
DYES AND COLOURS				
76	DYEING AND TANNING SUBSTANCES, all sorts and PAINTS AND COLOURS and painters' materials, all sorts—		Rs. A	
	Alizarine dye dry not exceeding 40 per cent	lb	3 12	
	Alizarine dye dry over 40 per cent but not exceeding 50 per cent		4 4	
	Alizarine dye dry over 50 per cent but not exceeding 60 per cent		4 12	
	Alizarine dye dry but over 60 per cent not exceeding 70 per cent		5 4	
	Alizarine dye dry over 70 per cent but not exceeding 80 per cent		5 12	
	Alizarine dye dry over 80 per cent		6 12	
	Alizarine dye moist not exceeding 10 per cent		0 10	
	Alizarine dye moist over 10 per cent and not exceeding 16 per cent		1 0	
	Alizarine dye moist over 16 per cent and not exceeding 20 per cent		1 4	
	Alizarine dye moist exceeding 20 per cent		2 0	
				15 per cent

*Under Government of India Notification No. 6382 dated the 6th November 1921 the following electrical instruments, apparatus and appliances are liable to duty at 2½ per cent *ad valorem*—

ded that the Collector of Customs
the meaning assigned to it in the

3. Motor starters and controllers of all types, with their accessories and resistances, provided that the Collector of Customs is satisfied that they are for use with machinery and not for motor vehicles, trams, lifts or the like.

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tar ff Valuation	Duty
III—Articles wholly or mainly manufactured				
	DYES AND COLOURS—<i>contd</i>		Rs A	
	Aniline dye moist	lb	4 0	15 per cent
	dyes black of sulphur series		2 0	
	" congo red		3 0	
	All other aniline dyes dry		4 8	
	Aniline salts		<i>Ad valorem</i>	
	Avar bark	cwt	4 8	
	Cochineal	lb	1 0	
	Gallnuts (myrabolams)		<i>Ad valorem</i>	
	Persian	cwt	40 0	
	Gamboge	lb	2 0	
	All other sorts of dyeing and tanning materials		<i>Ad valorem</i>	15 per cent
	Lead red dry	cwt	38 0	
	white dry		12 0	
	Ochre, other than European all colours		2 0	
	Turpentine	Imperial gallon	9 0	
	Vermilion Canton	Box of 90 bundles	235 0	
	Zinc, white dry		<i>Ad valorem</i>	
	All other sort of paints colours and painters materials not otherwise specified including glue and putty			
	FURNITURE CABINETWARE AND MANUFACTURES OF WOOD			
77	FURNITURE CABINETWARE and all other manufactures of wood not otherwise specified		<i>Ad valorem</i>	15 per cent
	GLASSWARE AND EARTHENWARE			
78	GLASS & GLASSWARE lacquered ware earthenware China and porcelain all sorts except glass bangles beads and false pearls and aerated water bottles (Codd's pattern) (see Nos 78a and 79)		<i>Ad valorem</i>	15 per cent
78a	Aerated water bottles (Codd's pattern)— 8 ozs and under Over 8 ozs	Gross	55 0 60 0	10 per cent do
79	GLASS BANGLES and BEADS and false pearls		<i>Ad valorem</i>	30 per cent
	HIDES SKINS AND LEATHER			
80	HIDES AND SKINS not otherwise specified LEATHER AND LEATHER MANUFACTURES all sorts not otherwise specified		<i>Ad valorem</i>	15 per cent.

SCHEDULE II —IMPORT TARIFF.—*contd.*

No	Names of Articles	Per	Tariff Valuation	Duty
MACHINERY				
81	MACHINERY, namely prime-movers and component parts thereof including boilers and component parts thereof also including locomotive and portable engines steam rollers fire-engines motor tractors designed for purposes other than agriculture and other machines in which the prime mover is not separable from the operative parts MACHINERY (and component parts thereof) meaning machines or sets of machines to be worked by electric steam water fire or other power not being manual or animal labour or which before being brought into use require to be fixed with reference to other moving parts and including belting of all materials for driving machinery* Provided that the term does not include tools and implements to be worked by manual or animal labour and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are owing to their shape or to other special quality not adapted for any other purpose Note—This entry includes machinery and component parts thereof made of substances other than metal		Rs A, Ad valorem	2½ per cent
82	MACHINERY and component parts thereof meaning machines or parts of machines to be worked by manual or animal labour not otherwise specified (see Nos 65 68 and "H")		Ad valorem	15 per cent
METALS IRON AND STEEL				
83	IRON— ANGLE— Angle and T not fabricated best Yorkshire or Swedish and similar qualities Other kinds if galvanised tinned or lead coated Other kinds Angle and T fabricated	ton	300 0 300 0 250 0 Id valorem	10 percent
	BAR ROD AND CHANNEL including Channel for carriages— Bar Best Yorkshire and similar qualities Bar Swedish and charcoal and similar qualities Bar Swedish and charcoal and similar nail rod round rod and square under ½ inch in diameter	ton	300 0 250 0 275 0	

* See Footnote on Page

SCHEDULE II —IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
	Bar Swedish and charcoal if galvanised tinned or lead coated		<i>Ad valorem</i>	
	Bar other kinds	ton	200 0	
	Bar other kinds nail rod round rod and square under 1/2 inch in diameter		250 0	
	Bar other kinds if galvanised tinned or lead coated		275 0	
	Channel including channel for carriages		250 0	
	All other sorts		<i>Ad valorem</i>	
	Pig	ton	120 0	
	RICE BOWLS	cwt	10 0	
84	IRON OR STEEL—			
	ANCHORS AND CABLES—		<i>Ad valorem</i>	
	BEAMS joists pillars girders screw Piles bridge work and other descriptions of iron or steel imported exclusively for building pur- poses including also ridge guttering and continuous roofing			
	BOLTS and nuts including hook bolts and nut for roofing			
	HOOPS AND STRIPS—			
	Hoops Best Yorkshire or Swedish and similar qualities	ton	370 0	
	Hoops other kinds		250 0	
	Hoops other kinds if galvanised tinned chequered planished lead coated or alu- minium coated		300 0	15 per cent
	Strips Best Yorkshire or Swedish and sim- ilar qualities		370 0	
	Strips other kinds		250 0	
	Strips other kinds if galvanised tinned chequered planished lead coated or alu- minium coated		300 0	
	NAILS RIVETS AND WASHERS all sorts—			
	Nails wire	cwt	14 0	
	Nails — — — — —		20 0	
	— — — — —		35 0	
	— — — — —		20 0	
	— — — — —		20 0	
	Rivets other sorts		<i>Ad valorem</i>	
	Washers tinned or lead coated and dome shaped spring or locking washers			
	Washers other sorts	cwt	20 0	
	PIPES AND TUBES and fittings therefor such as bends boots elbows sockets tees flanges and the like		<i>Ad valorem</i>	
	RAILS chairs sleepers bearing and fish plates spikes (commonly known as dog spikes) swit- ches, and crossings other than those describ- ed in No. 95 also lever boxes clips and tie bars		<i>Ad valorem</i>	

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tar ff Valuation	Duty
	METALS, IRON AND STEEL—<i>contd</i>			
	IRON OR STEEL—<i>contd</i>			
			Rs A	
	SHEETS AND PLATES not fabricated all sorts excluding discs circles and expanded metal sheets which are dutiable under No 86—			
	Sheets and plates Best Yorkshire and si- milar qualities	ton	100 0	
	Sheets and plates Swedish and charcoal		350 0	
	Sheets and plates Swedish and charcoal if galvanised tinned or lead coated		400 0	
	Sheets, corrugated galvanised or black up to and including 26 Gauge		300 0	
	Sheets corrugated galvanised or black above 26 Gauge		375 0	
	Sheet and plate cuttings		200 0	
	Tinplates		400 0	
	Tinplates cuttings		<i>Ad valorem</i>	
	Sheets other kinds black up to and in- cluding $\frac{1}{2}$ inch thick		200 0	
	Plates other kinds above $\frac{1}{2}$ inch thick		180 0	
	Sheets other kinds if galvanised tinned planished lead coated or aluminium coated up to and including 26 Gauge also chequered and galvanised plates		375 0	
	Sheets other kinds if galvanised tinned planished lead coated or aluminium coated above 26 Gauge		175 0	
	Sheets and plates fabricated all sorts ex- cluding discs circles and expanded metal sheets which are dutiable under No 86		<i>Ad valorem</i>	10 per cent
	WIRE including fencing piano wire wire and wire rope but excluding wire netting (which is dutiable under No 86)			
85	STEEL—			
	ANGLE—			
	Angle and T not fabricated if galvanised tinned or lead coated	ton	200 0	
	All other sorts		160	
	Angle and T fabricated		<i>Ad valorem</i>	
	BAR ROD AND CHANNEL including channel for carriages—			
	Bar, Swedish and similar qualities	ton	250 0	
	Bar, common merchant		150 0	
	Bar common merchant nail rod round rod and square, under $\frac{1}{2}$ inch in diameter		180 0	
	Bar, galvanised tinned planished polsh- ed or lead coated		275 0	
	Bar, crucible cast steel (tool steel) includ- ing—		<i>Ad valorem</i>	
	(a) High speed			
	(b) Carbon steel			

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
	METALS IRON AND STEEL			
	STEEL—<i>contd</i>			
	Bar high tensile steel	ton	<i>Ad valorem</i>	10 per cent
	Channel including channel for carriages		180 0	
	All other sorts		<i>Ad valorem</i>	
	Cast including spring, fluted and tub steel			
	INGOTS BLOOMS BILLETS AND SLABS			
86	All sorts of IRON AND STEEL and manufacture thereof not otherwise specified—			
	Iron or steel cans or drums when imported containing kerosene and motor spirit which is separately assessed to duty under No 32 namely—	can	0 6	15 per cent
	Cans tinned of four gallons capacity			
	Cans or drums not tinned of two gallons capacity	can or drum	1 8	
	(a) with faucet caps		0 4	
	(b) ordinary			
	Drums of four gallons capacity—	drum	2 4	
	(a) with faucet caps		2 0	
	(b) ordinary		<i>Ad valorem</i>	
	Iron or steel cans or drums other sorts			
	Iron or steel all other sorts including discs or circles wire netting and expanded metal sheets			
	METALS OTHER THAN IRON AND STEEL			
87	CURRENT NICKEL BROU AND COPPER COIN of the Government of India		Rs A	Free
88	GOLD AND SILVER DILLION and coin			Free
89	GOLD PLATE GOLD THREAD and WIRE and GOLD MANUFACTURED all sorts		<i>Ad valorem</i>	30 per cent
90	LEAD sheets for tea chests			2½ per cent
91	SILVER PLATE SILVER THREAD and WIRE and SILVER MANUFACTURES all sorts			30 per cent
92	ALL SORTS OF METALS OTHER THAN IRON AND STEEL and manufactures thereof not otherwise specified—			
	Aluminium circles	lb	1 6	15 per cent
	Aluminium sheets		1 4	
	Brass patent or yellow metal sheets and sheathing weighing 1 lb or above per square foot and brazers and plates	cwt	72 0	

SCHEDULE II—IMPORT TARIFF.—*contd*

No	Names of Articles	Per	Tar ff Valuation	Duty
	METALS OTHER THAN IRON AND STEEL			
	Brass patent or yellow metal (including gun metal) ingots		Rs 4 35 0	
	Brass patent or yellow metal (old)		30 0	
	Brass sheets flat or in rolls and sheathing weighing less than 1 lb per square foot		<i>Ad valorem</i>	
	Brass wire			
	Brass all other sorts			
	Copper bolt and bar rolled			
	Copper brazing sheets plates and sheathing	cwt	80 0	
	Copper sheets planished		<i>Ad valorem</i>	
	Copper nails and composition nails			
	Copper old	cwt	40 0	
	Copper pig tiles, ingots cakes bricks, and slab,		55 0	
	Copper China white, copperware	lb	4 0	
	Copper foil or danksana white 10 to 11 in × 4 to 5 in	hundred leaves	4 0	
	Copper foil or danksana coloured 10 to 11 in × 4 to 5 in		0 0	15 per cent.
	Copper, wire including phosphor bronze		<i>Ad valorem</i>	
	Copper all other sorts unmanufactured and manufactured, except current coin of the Government of India which is free			
	German Silver			
	Lead pig	cwt	20 0	
	Lead all sorts (except sheets for tea chests and pig)		<i>Ad valorem</i>	
	Quicksilver	lb	2 6	
	Tin block	cwt	120 0	
	Tin foil and other sorts		<i>Ad valorem</i>	
	Zinc or spelter tiles slabs or plates hard or soft	cwt	28 0	
	Zinc or spelter all other sorts including boiler plates		<i>Ad valorem</i>	
	All other sorts of metals and manufactures thereof			
93	PAPER PASTEBOARD AND STATIONERY			Free
	TRADE CATALOGUE AND ADVERTISING CIRCULARS imported by packet book or parcel post			
94	PAPER AND ARTICLES MADE OF PAPER AND PAPER MACHE PASTEBOARD MILLBOARD AND CARDBOARD all sorts and STATIONERY including ruled or printed forms and account and manuscript books drawing and copy book labels advertising circulars sheet or card almanacs and calendars Christmas cards and other cards including cards in booklet form including also wastepaper and old newspapers for packing except old newspapers in bales but excluding trade catalogues and advertising circulars imported by packet book or parcel post (See No 93)		<i>Ad valorem</i>	15 per cent
	Old newspapers in bales	cwt	10 0	15 per cent

SCHEDULE II—IMPORT TARIFF—contd

No	Names or Articles	Per	Tariff Valuation	Duty
95	<p>RAILWAY PLANT AND ROLLING STOCK</p> <p>RAILWAY MATERIAL for permanent way and rolling stock namely cylinders girders and other material for bridges rails sleepers bearing and fish plates fish bolts chairs spikes crossings sleeper fastenings switches interlocking apparatus brake gear couplings and spring signals turn tables weighing bridges and other tenders cranes water cranes water tanks and standards wire and other materials for fencing</p> <p>Provided that for the purpose of this entry railway means a line of railway subject to the provisions of the Indian Railways Act 1890 and includes a railway constructed in a State in India and also such tramways as the Governor General in Council may by notification in the <i>Gazette of India</i> specifically include therein</p> <p>Provided also that only such articles shall be admitted as component parts of railway material as are indispensable for the work of railways and are owing to their shape or to other special quality not adapted for any other purpose</p>		<p>Rs. 1 Ad valorem</p>	10 per cent
96	COTTON PIECE GOODS		Ad valorem	11 per cent
97	COTTON TWIST AND YARN and COTTON SEWING OR DARNING THREAD		Ad valorem	5 per cent
98	SECOND HAND OR USED GUNNY BAGS made of jute			Free
99	<p>YARNS AND TEXTILE FABRICS that is to say Cotton thread other than sewing or darning thread and all other manufactured cotton goods not otherwise specified</p> <p>Flax twist and yarn and manufactures of flax</p> <p>Haberdashery and millinery excluding articles made of silk</p> <p>Hemp manufactures</p> <p>Hosiery excluding articles made of silk</p> <p>Jute twist and yarn and jute manufactures excluding second hand or used gunny bag (see No. 98)</p> <p>Silk yarn, voile and warps and silk thread</p> <p>Woollen yarn knitting wool and other manufactures of wool including felt</p> <p>All other sorts of yarns and textile fabrics not otherwise specified</p>		Ad valorem	15 per cent

SCHEDULE—IMPORT TARIFF.—*contd.*

No.	Names of Articles	Per	Tariff Valuation	Duty
	YARNS AND TEXTILE FABRICS—<i>contd.</i>			
100	SILK PIECE-GOODS, and other manufactures of silk—			
	Silk piece goods (white or coloured plain or figured and all widths) and apparel from Japan and China (including Hongkong) —			
	<i>Japan—</i>		Rs. A	
	Faj Thana Junken and Nankin all kinds including striped printed embossed and pineapples	lb	27 0	30 per cent
	Satins and Kohaku all kinds, including stripe, printed woven and embossed		32 0	
	Twills all kinds		28 0	
	Jarina (gold embroidered)		10 0	
	Fugi and Boseki all kinds		25 0	
	Fancies printed and woven, including Georgettes, Kobe crepes, crepe de chine (Chirnan) n nons and gauzes		38 0	
			57 0	
			42 0	
			25 0	
			30 0	
	Cotton and silk mixed satins embroidered		45 0	
			6 0	
	<i>Japan—</i>			
	Cotton and silk mixed satins other kinds	lb	11 0	30 per cent.
	Cotton and silk mixed hosiery		30 0	
	Cotton and silk mixed Boseki all kinds		9 0	
	Silk Fente		16 0	
	Other kinds including mixed apparel		<i>Ad valorem</i>	
	<i>China (including Hongkong but excluding Cantons)—</i>			
	Honads, all kinds, apparel and pathas	lb	9 0	30 per cent.
	Shantung, all kinds apparel and pathas		5 8	
	Corded all kinds except Woochow		4 0	
	White cord (Woochow) all kinds		18 0	
	Crepe, gauze, and paj all kinds		23 0	
	Satins and fancies, all kinds		32 0	
	other kind, <i>Ad valorem</i>		<i>Ad valorem</i>	
	Cantons, all kinds, including apparel and silk piece goods, apparel and other manufactures of silk not otherwise specified			

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tar ff Valuation	Duty
MISCELLANEOUS				
101	AEROPLANES aeroplane parts aeroplane engines and aeroplane engine parts		<i>Ad valorem</i>	2½ per cent
102	" " " " " "			Free
103	ART works of excluding those specified in No 102		<i>Ad valorem</i>	15 per cent
104	Books printed including covers for printed books maps charts and plans proofs music and manuscripts			Free
105	BRUSHES AND BROOMS		<i>Ad valorem</i>	
106	BUILDING AND ENGINEERING MATERIALS IN			
	" " " " " "			
107	Portland cement	cwt	4 4	15 per cent
	CANDLES		<i>Ad valorem</i>	
107a	China Clay	ton	130 0	
108	CINEMATOGRAPH FILMS— Exposed standard positive films new or used Other films	Foot	0 4 <i>Id valorem</i>	do
100	CORDAGE AND ROPE AND TWINE OF VEGETABLE FIBRE			30 per cent
110	FIREWORKS			15 per cent
111	FURNITURE TACKLE AND APPAREL not otherwise described for steam sailing rowing and other vessels			30 per cent
112	IVORY, manufactured			30 per cent
113	JEWELLERY AND JEWELS			
114	MATCHES — (1) In boxes containing on the average not more than 100 matches (2) In boxes containing on the average more than 100 Matches	Gross of boxes For every 25 matches or fraction thereof in each box per gross of boxes		Rs a 1 8 0 6

SCHEDULE II—IMPORT TARIFF—*contd*

No	Names of Articles	Per	Tariff Valuation	Duty
MISCELLANEOUS—<i>contd</i>				
128	SMOKERS REQUISITES excluding tobacco (Nos 24 to 26 and matches (No 114)		<i>Ad valorem</i>	30 per cent
129	SOAP			15 per cent
130	STARCH AND FARINA			do
131	STONE AND MARBLE and articles made of stone and marble			do
132	TEA CHESTS of metal or wood whether imported entire or in sections provided that the Collector of Customs is satisfied that they are imported for the purpose of the packing of tea for transport in bulk			2½ per cent
133	TOILET REQUISITES not otherwise specified			15 per cent
134	TOYS games playing cards and requisites for games and sports excluding bird shot			30 per cent
	Bird shot	cwt	40 0	30 per cent
135	ALL OTHER ARTICLES wholly or mainly manufactured not otherwise specified		<i>Ad valorem</i>	15 per cent
IV.—Miscellaneous and unclassified				
136	ANIMALS living all sorts			Free
137	CORAL		<i>Ad valorem</i>	15 per cent
138	FODDER BRAN AND POLLARDS			2½ per cent
139	SPECIMENS illustrative of natural science and medals and antique coins			Free
140	UMBRELLAS including parasols and sunshades and fittings therefor		<i>Ad valorem</i>	15 per cent
141	ALL OTHER ARTICLES NOT OTHERWISE SPECIFIED including articles imported by post			do

SCHEDULE III.—EXPORT TARIFF.

No	Names of Articles	Per	Tariff Valuation	Rate of duty
			Rs A P	Rs A
	JUTE OTHER THAN BIMALIPATAN JUTE			
1	RAW JUTE— (1) Cuttings	Bale of 400 lbs		1 4
	(2) All other descriptions	do		4 8
2	JUTE MANUFACTURES when not in actual use as coverings receptacles or bindings for other goods— (1) Sacking (cloth bags twist yarn rope and twine)	Ton of 2 240 lbs		20 0
	(2) Hessians and all other descriptions of Jute manufactures not otherwise specified	do		32 0
	RICE			
3	RICE husked or unhusked including rice flour but excluding rice bran and rice dust which are free	Ind an mound of 82 2/7 lbs avoirdupois weight		0 3
	TEA			
4	TEA	100 lbs		1 5
5	RAW HIDES AND SKINS IF EXPORTED FROM BURMA			
	(1) ARSENICATED AND AIR DRIED HIDES—			
	(a) Cows (including calf skins)	lb	0 3 0	15 per cent
	(b) Buffaloes (including calf skins)		0 2 0	15
	(2) DRY SALTED HIDES			
	(a) Cows (including calf skins)		0 2 0	15
	(b) Buffaloes (including calf skins)		0 1 0	15
	(3) WET SALTED HIDES—			
	(a) Cows (including calf skins)		0 2 0	15 ..
	(b) Buffaloes (including calf skins)		0 1 0	15 ..
	(4) GOAT AND KID SKINS	Piece	1 0 0	15
	(5) SHEEP SKINS		0 8 0	15 ..

SCHEDULE III.—EXPORT TARIFF.—*contd.*

No	Names of Articles	Per	Tariff Valuation	Rate of duty.
6	RAW HIDES AND SKINS IF EXPORTED FROM ANY PLACE IN BRITISH INDIA OTHER THAN BURMA		Rs A P	
	(1) ARSENICATED AND AIR DRIED HIDES—			
	(a) Cows (including calf skins) { Framed	lb	0 6 0	15 per cent
	{ Unframed		0 2 6	15 „
	(b) Buffaloes (including calf skins) { Framed		0 2 6	15 „
	{ Unframed		0 1 6	15 „
	(2) DRY SALTED HIDES—			
	(a) Cows (including calf skins)		0 2 0	15 „
	(b) Buffaloes (including calf skins)		0 1 0	15 „
	(3) WET SALTED HIDES—			
	(a) Cows (including calf skins)		0 2 0	15 „
	(b) Buffaloes (including calf skins)		0 1 0	15 „
	(4) GOAT AND KID SKINS	Piece	1 0 0	15 „
	(5) SHEEP SKINS		0 8 0	15 „

N B —Provided that subject to such conditions as the Governor General in Council may by notification in the *Gazette of India* prescribe a rebate shall be granted to the exporter of two thirds of the duty levied on hides or skins exported to any part of His Majesty's dominions or of the territories of any Indian Prince or Chief under the suzerainty of His Majesty or of any territories under the protection of His Majesty or in respect of which a mandate of the League of Nations is exercised by the Government of any part of His Majesty's dominions

APPENDIX G.

WARRANT OF PRECEDENCE.

WARRANT OF PRECEDENCE.

Home Department Notification No 328 dated Calcutta the 10th February 1899

information —

I *Warrant of Precedence approved by the Queen Empress of India*

Victoria by the Grace of God of the United Kingdom of Great Britain and
Ireland Queen Defender of the Faith Empress of India

- 1 Governor General and Viceroy of India
- 2 Governors of Madras Bombay and Bengal
- 3 President of the Council of the Governor General
- 4 Lieut Governor when in his own territories
- 5 Commander in Chief in India
- 6 Lieutenant Governor
- 7 Chief Justice of Bengal
- 8 Bishop of Calcutta Metropolitan of India
- 9 Ordinary Members of the Council of the Governor General
- 10 Commander in Chief of His Majesty's Naval Forces in the East Indies
- 11 Chief Justice of a High Court other than that of Bengal
- 12 Bishops of Madras and Bombay
- 13 Ordinary Members of Council in Madras Bombay and Bengal
- *Members of the Council of the Lt Governor of Bihar and Orissa
- 14 Lt Genl Commanding the Forces Punjab Bengal Madras and Bombay The
Chief of the General Staff General Officers Commanding the Northern and South
ern Armies
- 15 † Chief Commissioner of the Central Provinces and Assam Residents at Hyder
abad and in Mysore Agents to the Governor General in Rajputana Central
India Baluchistan and Agent to the Governor General and Chief Commissioner
N W Frontier Province
- 16 Puisne Judges of a High Court
- 17 Chief Judge of a Chief Court
- 18 Military Officers above the rank of Major General
- 19 Comptroller and Auditor General
- 20 Additional Members of the Council of the Governor General for making Laws
and Regulations and the Chairman of the Railway Board
- 21 Bishops of Lahore Rangoon Lucknow and Nagpur
- 22 Secretaries to the Government of India and Joint Secretary to the Government of
India in the P W Department the Members of the Railway Board and Joint
Secretaries to the Government of India.
- 23 Commissioner in India
- 24 Judges of a Chief Court Recorder of Rangoon and Judicial Commissioners
Burma

* These officers when without their jurisdiction take rank in Article 15

† These officers when within their own jurisdiction take precedence of the
Northern and Southern Armies of the G O C Chief of the Staff

47. Survey Commissioner and Director of Land Records and Agriculture, Bombay ; Commissioners of Settlements and Controllers of Military Accounts.
48. Chief or Senior Civil Secretary to a Local Administration
49. Chief Engineers, second and third classes, Deputy Surveyor-General ; Deputy Director-General of Telegraphs in India, Director in Chief, Indo-European Telegraph Department, and Secretary to the Railway Board
50. Divisional and District and Sessions Judges, Collectors and Magistrates of Districts Deputy Commissioners of Districts, Deputy Superintendent of Port Blair, the Chief Officer of each Presidency Municipality within their respective Municipal Committee, within their respective charges
51. Archdeacons of Lahore, Rangoon and Nagpur.
52. Deputy Secretaries to the Government of India and Director-General of Commercial Intelligence
53. The Senior Chaplains of the Church of Scotland in Bengal, Madras and Bombay.
54. Remembrancers of Legal Affairs and Government Advocates under local Governments, Chief Conservators of Forests and President, Forest Research Institute and College, Dehra Dun
55. Officers in the First Class Graded List of Civil Offices not reserved for Members of the Indian Civil Service, Controller of Printing and Stationery, the Deputy Military Accountant-General and the Junior Controller of Military Supply Accounts

THIRD CLASS.

56. Members of the Indian Civil Service of 18 years' standing, and Lieut-Colonels
57. The Deputy Director, Royal Indian Marine
58. The Assistant Director, Royal Indian Marine.
59. Commanders and Inspectors of Machinery, Royal Indian Marine
60. District Judges
than their own
61. Secretaries to Local Administrations other than those already specified ; and First Assistant to Agent to the Governor-General in Baluchistan, First Assistant to the Resident at Hyderabad and in Mysore, and to the Agents to the Governor-General in Rajputana, Central India
62. Consulting Engineers to the Government of India for Railways, Chief Inspector of Explosives in India, and Consulting Architect to the Government of India
63. Private Secretaries to Governors
64. Military Secretaries to Governors
65. Administrators General
66. Directors of Public Instruction and Inspectors-General of Police and Prisons under Local Administrations, Comptrollers and Deputy Auditors General and Deputy Director, Central Criminal Intelligence
67. Managers of State Railways other than the North Western Railway, and Chairman of the Port Trust, Bombay, Calcutta Madras and Rangoon.
68. Vice Chairman of the Port Trust Calcutta, Directors of Traffic and Construction Indian Telegraph Department, Examiners of Accounts Public Works Department first class, Officers of the Superior Revenue Establishment of State

70 Inspectors General of Registration and Directors of Land Records Directors of Agriculture and Excise Commissioners under Local Governments and Registrars of Co-operative Societies under Local Governments and Comptroller of Patents

71 Senior Chaplains other than those already specified

72 Sheriffs within their own charges

73 Or
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or Consulting Architects to
and upwards Officers of the

Government of India Judicial Commis-
sioners of the Bengal Legislative Council and As-
sistant Secretaries in the Legislative Department Director of Statistics Consulting Sur-
veyor to the Government of Bombay

FOURTH CLASS

74 Members of the Indian Civil Service of 12 years standing and Majors District
Judges in Lower Burma and Judge of the Small Cause Court Rangoon when
without their respective charges

74a * Vice Consuls

75 Lieutenants of over 8 years standing and Chief Engineers of the Royal Indian
Marine Chief Accountant Office of the Director of the Ordnance Factories

76 Government Solicitors

77 Inspectors General of Registration Sanitary Commissioners and Directors of
Land Records and Agriculture under Local Administrations Civil Engineer
Adviser of the Director of Ordnance Factories Registrars of Co-operative Credit Societies

78 Members
of the
Indian
Education
Department
Agricultural
Inspector
General

Rs 600 a month and upwards Registrar to the Chief Court Lower Burma and
Secretary to the Board of Revenue in the Department of Revenue Settlement
Survey Land Records and Agriculture Madras when a member of the Provin-
cial Civil Service in Article 78

Note—The entries in each class are arranged in alphabetical order

* Consular officer de carrière
Consular officers who are not de carrière
Director of Ordnance Factories will
Adviser to the Director of Ordnance

All ladies take place according to the rank herein assigned to their respective husbands, with the exception of wives of Peers and of ladies having precedence in England independently of their husbands and who are not in rank below the daughters of Barons such ladies to take place according to their several ranks with reference to such precedence in England immediately after the wives of Members of the Council of the Governor General

Supplementary Graded List of Civil Offices not reserved for Members of the Indian Civil Service prepared under the orders of the Governor General in Council

FIRST CLASS—(No. 55 of the Warrant)

Assay Masters of the Mint Calcutta and Bombay
Chief Judges of Presidency Courts of Small Causes
Commissioners of Police Calcutta Madras Bombay and Rangoon
Controller of Printing and Stationery
Deputy Comptroller General
Director General of Archaeology
Director of the Botanical Survey of India
Inspector General of Agriculture in India
Masters of the Mint Calcutta and Bombay
Meteorological Reporter to the Government of India
Superintendent of Revenue Survey Madras
Superintendent Trigonometrical Surveys

SECOND CLASS—(No. 73 of the Warrant)

Actuary to the Government of India
Adviser in Chinese Affairs in Burma
Agent General in India for the British Protectorates in Africa under the Administration of the Foreign Office
Chief Collector of Customs Burma
Chief Constructor of the R. I. M. Dockyard at Bombay
Chief Inspector of Mines in India
Chief Presidency Magistrates
Chief Superintendents of the Telegraph Department
Collector of Customs and Salt Revenue Sind
Collectors and Magistrates of Districts and Deputy Commissioners of Districts and of Settlements
Conservators of Forests 2nd and 3rd grades
Consulting Survey to the Government of Bombay
Deputy Accountants General under Local Governments
Deputy Directors of Telegraphs
Deputy Inspectors General of Police
Deputy Superintendent of Port Blair
Directors of the Persian Gulf Section and of the Persian Section of the Indo European Telegraph Department
Director of Statistics
Directors of Telegraphs of the 2nd 3rd and 4th classes
Divisional District and Sessions Judges
Examiners of Accounts Public Works Department 2nd and 3rd classes
Government Astronomer Madras
Government Emigration Agent at Calcutta for British Guiana and Natal and for Trinidad, Barbadoes, Jamaica and Mauritius
Imperial Bacteriologist
Inspector of Mines to the Government of India

Librarian, Imperial Library**Officer in charge of the Records of the Government of India****Officers of the Indian Educational Service and of the Graded Educational Service, drawing Rs 1,250 a month and upwards****Officers of the Superior Revenue Establishment of State Railways 1st class 2nd and 3rd grades****Principal of the Mayo College at Ajmere****Principal of the Rajkumar College at Rajkot****Reporter on Economic Products****Superintendent of the Royal Botanical Gardens Calcutta****Superintendents Geological Survey of India****Superintendents of Revenue Survey and Assessment Bombay.****Superintendents of the Survey of India Department 2nd grade****Superintending Engineers Public Works Department 2nd and 3rd classes****Under Secretaries to the Government of India****THIRD CLASS—(No 78 of the Warrant)****Agricultural Chemist****Assistant Director of Dairy Farms****Assistant Inspector General of Forests****Assistant Secretaries to the Government of India****Chief Chemical Examiner Central Chemical Laboratory Naini Tal****Collector of Stamp Revenue Superintendent of Excise Revenue and Deputy Collector of Land Revenue Calcutta****Commander of the steamer employed in the Persian Gulf Section of the Indo European Telegraph Department****Constructor of the R I M Dockyard at Bombay and Kidderpore****Deputy Administrator General of Bengal****Deputy Collector of Salt Revenue Bombay****Deputy Commissioner of Northern India Salt Revenue****Deputy Commissioners of Police Calcutta and Bombay****Deputy Commissioner of Salt, Abkari and Customs Madras****Deputy Conservator of Forests drawing Rs 800 a month and upwards****Deputy Directors of Land Records and Agriculture Madras and Burma****Deputy Director of the Imperial Forest School, Dehra Dun****Deputy Directors of Revenue Settlements and Deputy Superintendents of Revenue Surveys, Madras****Deputy Postmasters General of the 1st 2nd and 3rd grades****Deputy Superintendents Geological Survey of India****Deputy Superintendents, Survey of India Department****District Superintendents of Police drawing Rs 800 a month and upwards.****Engineer and Electrician of the Persian Gulf Section of the Indo-European Telegraph Department****Judges of Presidency Courts of Small Causes and first judge of the Small Cause Court, Rangoon****Manager of the Cordite Factory, Amravabad****Officers of the Indian Educational Service and of the graded Educational Service drawing less than Rs 1,250 a month but more than Rs 1,000 a month****Officers of the Superior Revenue Establishments of the State Railways 2nd class 1st and 2nd grades**

Palaeontologist Geological Survey of India

Presidency Magistrates

Protector of Emigrants and Superintendent of Emigration Calcutta.

Public Prosecutor in Sind

Registrars to the High Courts and to the Chief Court Punjab

Sub-Deputy Opium Agents drawing Rs 800 a month and up wards.

Superintendent of Land Records and Agricultural in Sind

Superintendent of the Indian Museum

Superintendent of Stamps and Stationery

Superintendents Telegraph Department 1st and 2nd grade

Table showing the relative rank of Officers in the Army Royal Navy and Royal Indian Marine

LIEUT -COLS —

Cpts under 3 years and officers of corresponding rank Royal Navy

Deputy Director Royal Indian Marine *

Assistant Director Royal Indian Marine *

Commanders Royal Navy *

Commanders Royal Indian Marine *

Staff Commanders and officers of corresponding rank Royal Navy *

Inspector of Machinery Royal Indian Marine * Chief Engineers, Royal Indian Marine

MAJORS —

Lieuts of 8 years seniority and officers of corresponding rank Royal Navy

Lieuts Royal Indian Marine over 8 years seniority †

Engineers Royal Indian Marine up and over 9 years seniority

CAPTS —

Lieuts of under 8 years and officers of corresponding rank in the Royal Navy ‡

Lieuts of the Royal Indian Marine under 8 years seniority ‡

Engineers of the Royal Indian Marine ‡

LIEUTS —

Sub-lieuts. and officers of corresponding rank in the Royal Navy

Sub-lieut of the Royal Indian Marine †

Assistant Engineers of the Royal Indian Marine §

* But junior to all Lieut-Colonels, † But junior to all Majors ‡ But junior to all Capts § But junior to all Lieuts

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